

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXII., No. 24.]

SATURDAY, JUNE 16, 1866.

[WHOLE No. 1,574, VOL. XXXIX.

*To Mr. FREDERIC ALGAR, No. 11 Clements Lane
Lombard Street, London, is the authorized European Agent
for the Journal.*

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Seeley, M. Maury, Esq., H. O. Reilly, the telegrapher of the West, and Dr. Gale, formerly of the U. S. Patent Office. Since that time considerable interest has been felt in the subject, and much outside strength has been given to the proposition.

It may be as well to state that Navigation is greatly dependent on the accuracy of the Mariner's Compass, long a subject of serious consideration and much study.

Since the time of Columbus it has been ascertained that the needle does not uniformly point due north, but has for many years been to the West of North, and is now slowly traversing to the East; that the earth is filled with magnetism—if not a great magnet herself—that it has one or more north magnetic poles, and as many southern; that the magnetic and terrestrial equators are not alike; that there is a dip of the needle at different latitudes; and, finally, that maps of all these variations have been commenced, and are partially in use at the present time.

Now if this was all exactly ascertained, the problems of longitude and latitude could be easily solved by mere inspection. Many of the most enlightened of modern civilized Governments have paid attention to the subjects involved. Charts, publications, instructions and magnetic observatories are become quite common. In the communication read before the Association all these facts were stated. So, too, the difficulties in the way of the subject were explained, and the advantages of proper observations pointed out. Especially was it urged that while in other countries, observations on the magnetic currents and the proper method of rectifying Compasses were duly studied, here in New York, one of the largest and most flourishing commercial cities of the world, and most intimately connected with navigation, no corresponding effort was made.

It is now proposed to establish a magnetic observatory at some convenient place in this city—in the Central Park, or on the battery. The expense of the building and the necessary instruments will be small. To record the observations will be the most expensive; and even this will not be a serious difficulty, since an apparatus has been invented, and is now in use in the Greenwich observatory, by which the variations record them-

selves on a cylinder of paper. A small fee levied on visitors, and a small charge for the correction of compasses, would give the means of support. On the other hand, no one could tell what the advantages of such an establishment would be to ship captains, ship owners and insurance officers. Thousands of dollars might be saved by reference to such an institution. Here is an appeal to the American pocket at once. We say nothing of the general benefit which would result from it in a purely scientific view. When we are told that the whole civilized world is studying magnetism, and is studded with magnetic observatories, we may surely enter the lists without much reserve. We, too, should do our part in the great work, and contribute our share to the prosecution of inquiries of the greatest importance.

We therefore trust that the objects set forth in the proposition may be fully attained; that ample subscriptions may at once be secured; that the committee entrusted with them may act energetically and unitedly to achieve them without delay; and that New York, which now boasts justly of its charitable and literary institutions, may add to the number this most desirable one of a magnetic observatory. There is wealth enough and enterprise enough to secure its success, and the sum wanted is quite inconsiderable in proportion to the magnitude of the effects it may produce. A few thousand dollars can only be required to secure the result; and it is not to be doubted that the Committee, on appealing to the public, will find the public ready fully to respond.

It is believed that the greatest part of our shipwrecks are attributable entirely to the inaccuracy of compasses. Great pains have been taken by the British Government to rectify these instruments; and many institutions, devoted to the cultivation of this science, alone owe their origin and maintenance to private liberality. We have not a single institution devoted to this pursuit, and it is time that the great city of New York took the lead in this useful work.

A survey has been completed of the proposed railroad from Collinsville, Conn., to the Massachusetts line, through Norfolk and Canaan, where it is to be continued by the Boston, Hartford and Erie road to the Hudson.

Journal of Railroad Law.

LIABILITY OF RAILROAD COMPANY FOR INJURY BY COLLISION AT CROSSING OF PUBLIC ROADS.— NEGLIGENCE ON PART OF PLAINTIFF.

The case of the North Penn. R. R. vs. Heildman decides that at the intersection of a railroad with a common road, there are concurrent rights; and neither the traveler on the highway nor the company has an exclusive right of passage.

The opinion of the Court was delivered, February 16th, 1865, by STRONG, J.—The plaintiff sued for an injury to himself and his property caused, as he alleged, by the negligence of the defendants. It was the result of a collision. The accident occurred at the intersection of the defendants' railroad with Dauphin street along which the plaintiff was driving a horse attached to a covered wagon, in consequence, as was averred, of the carelessness of the defendants' agents. Whether there was such carelessness was submitted to the jury, and of the mode of submission there is complaint. But the contest in the Court below involved also the inquiry how far, if at all, the negligent conduct of the plaintiff had contributed to the hurt sustained by him. There was evidence that as he approached the crossing of the railroad, he was seated far back in his covered wagon with the curtains down (closed,) that the curtains were tight, though there was a small glass window on each side, and that a person coming down Dauphin street in the direction in which he came, could have seen the railroad track had he looked out, for from seventy to seventy-five yards from its intersection with Dauphin street. Such evidence justified the defendants in proposing their points to the Court, the first of which was as follows: "That it is the duty of a traveler approaching a railroad crossing to look along the line of the railroad and see if any train is coming; and if the jury believe the plaintiff failed to take such precaution, he was guilty of negligence and cannot recover in this suit."

This point the Court answered by saying: "This is one of the reasonable precautions a man is bound to use, and its absence is evidence of neglect." This was not a full answer to the point. The Court conceded that looking out for the approach of a train is a duty, when a traveler is about to cross a railroad track, but instead of charging the jury that failure to look out is negligence, instructed them that it was evidence of negligence. This was not all the defendants asked nor all they were entitled to have. Absence of such a precaution was more than evidence of negligence. It was negligence itself, and it was such as may have contributed directly to the injury, for the uncontradicted evidence was that the plaintiff drove his horse and wagon slowly upon the track in front of the passing locomotive. If he did this without looking along the track, he acted without any precaution, and contributed to his hurt.

That what constitutes negligence in a particular case is generally a question for the jury and not the Court is undoubtedly true, because negligence is want of ordinary care. To determine whether there has been any involves therefore, two inquiries: first, what would have been ordinary care under the circumstances; and, second, whether the conduct of the person charged with negligence came up to that standard. In most cases the standard is variable, and it must be

found by a jury. But when the standard is fixed, where the measure of duty is defined by the law, entire omission to perform it is negligence. In such a case the jury have but one of these inquiries to make. They have only to find whether he upon whom the duty rests has performed it. If he has not, the law fixes the character of his failure, and pronounces it negligence. Of this there are many illustrations.

Now, that it is the duty of a traveler when approaching the intersection of a railroad with a common highway to look out for approaching trains or engines, the Court below asserted more than once and correctly. That standard of duty is fixed by the law. At the place of intersection there are concurrent rights. Neither the traveler on the common highway nor the railroad company has an exclusive right of passage. Even on a common road, travelers must look out for the approach of other vehicles passing. And this is the more necessary at a railroad crossing, because movement upon such a road is more speedy, and because the consequences of a collision are usually so disastrous. Precaution, looking out for danger, is therefore a duty. It was well said in Reeves vs. The Delaware and Lackawanna Railroad Company, 6 Casey, 464: "The traveler has the obligation of prudence upon him; he is bound to stop and look out for trains, and may not rush heedlessly, or remain unnecessarily in a spot over which the law allows engines of fearful power to be propelled." Not looking for a coming train is not merely an imperfect performance of duty; it is an entire failure of performance. Had the Court been asked to declare failure to look out, until the plaintiff was within a certain distance of the intersection, to be negligence, the case would have been different. That was the state of facts in Pennsylvania Railroad Company vs. Ogier, 11 cases, 60. There it would necessarily have been for the jury to determine what degree of vigilance he should have exercised. But not looking at all is an entire absence of vigilance. We think, therefore, the Court should have instructed the jury that it was negligence itself, and not merely evidence of it, from which they might or might not find it. This would have left to them to find whether the plaintiff had looked for a train, and if he had not, whether his neglect to look had been a contributing cause of the injury he had received.

The second point proposed was but a repetition of the first, and the answer is obnoxious to the same criticism.

Judgment reversed, and *venire de novo* awarded.

Steel Boilers.

In Prussia experiments have been made with steel boilers with the following results: Two boilers, each 86 feet long and four in diameter, without flues, were placed side by side. One was made of steel plates $\frac{1}{2}$ an inch thick, the other of iron plates of 0.415 of an inch thickness. The steel boiler was tested by hydraulic pressure of 135 pounds per square inch. Both boilers were worked for about a year and a half under 65 pound pressure. At the end of that time there was less scale in the steel than in the iron boiler. The steel boiler generated 25 per cent. more steam, and evaporated an average of 11.65 cubic feet of water per hour, the iron evaporated 9.37 cubic feet. The quantity of coal consumed per

12 hours was 2,806 pounds for the steel and 2,972 for the iron boiler. The plates of the steel boiler directly over the fire were found to be uninjured, while those of the other were worn out. The advantages of the steel boiler are strength, lightness, rapidity of evaporation, durability under heat, the security of more perfect riveting and comparative freedom from scale.

Chicago and Rock Island Railroad.

The earnings and expenses of this road for the years ending March 31, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers	\$1,021,779 69	\$1,005,872 41
" freight	2,222,309 27	2,016,305 54
" mails, etc	115,301 84	132,057 73
	\$3,359,390 80	\$3,154,235 68
Expenses, viz:		
Repairs of road	\$214,907 24	\$245,861 80
" engines	137,477 95	210,031 64
" cars	177,376 61	208,217 25
" bridges	16,657 21	28,218 75
" buildings	31,297 44	38,228 66
" fences	13,725 66	18,551 21
Cost of iron for rep'r's	237,284 84	326,453 36
Fuel	173,743 05	169,548 19
Oil, waste, etc	30,679 34	33,465 60
Loss and damage	17,695 38	15,269 98
Contingent account	22,062 50	30,397 09
Salaries of ag'ts, etc.	77,953 50	77,571 97
Labor handling fr'ht	117,740 88	112,618 69
Pay of train hands	135,301 18	146,627 84
Station house exp	35,802 06	31,653 74
Stationery, etc	14,902 05	11,328 73
Car service	115 86
Exchange	1,205 65
Tools & machinery	11,879 25	12,294 15
	\$1,467,681 79	\$1,711,454 51
Net earnings	\$1,891,709 01	\$1,442,781 17
Payments in 1865-'66.		
Rent Peoria and Bureau Valley R. R. Co.	\$125,000 00	
Interest on bonds	101,535 00	
Dividends including tax		
on same	631,578 94	
Interest on Bridge bonds	40,000 00	
Taxes on real estate	63,462 02	
U. S. tax on earnings	93,722 64	
Legal expenses	7,361 74	
Extraordinary repairs	46,438 39	
	1,109,098 73	
		\$333,682 44

There has been expended during the year:

For land	\$131,496 69
For new equipment	113,712 10
	245,208 79

Balance unappropriated net earnings. \$88,473 65

Compared with the previous year the gross earnings of 1865-'66 show a decrease of \$205,155 12; with an increase in operating expenses of \$243,772 72—making the decrease in net earnings \$448,927 84. The increase in gross expenditures over the preceding year was \$517,412 18.

There has been retired and cancelled during the year \$2,500 of the Income bonds, leaving outstanding the sum of \$51,000, and for which the trustee holds \$57,396 27, invested in United States Government Bonds.

The Board have deemed it of the most vital importance to the future prosperity of this road that the Mississippi and Missouri Railroad should be built to the Missouri River, and thus connect with the Pacific Railroad; and with this end in view they have afforded that road aid by advancing money on eight hundred thousand dollars of its Land Grant Bonds to the extent of five hundred thousand dollars, as explained in the two

previous reports of this company. The bonds referred to have since been purchased from the Mississippi and Missouri Railroad Company, and now belong to this company.

Since the date of the last annual report, the directors have executed a contract with the Mississippi and Missouri Railroad Company for the ultimate control and use of that road, its lands and franchises, on certain conditions, which will more fully appear by reference to the contract itself, which is appended to this report; and in order further to facilitate and with greater speed accomplish the ends in view, the directors have, since their report of May 20, 1865, invested the sum of four hundred and fifty-two thousand two hundred and forty-two dollars in the purchase of the different classes of bonds of the Mississippi and Missouri Railroad Company.

The expenditures properly chargeable to construction, equipment and tax account amount to \$596,576 05; of which there has been charged to construction, repairs, equipment and tax accounts, \$448,831 84. The balance, \$147,744 21, being charged to ordinary repairs. In addition to the above, \$13,824 42 have been expended in re-building 1,718 feet of pile and trestle bridges.

There have been \$380,008 57 expended in the purchase of the following new material for use in track during the year, viz: 78,694 ties; 998 tons of new rails; 26 tons Atlas steel rails; 4,136 tons re-rolled rails; 900 kegs spike at \$6.22; 27,820 lbs. wrought chairs, at 7 1/4 c.; 38,740 lbs. bolts for fish plates, at 9.36c.; 195,151 lbs. fish plates, at 6.36c. There have been re-laid with re-rolled iron 43.78 miles; new rails, 11.43 miles, and 1.71 miles new side track, making a total of 57.01 miles. The number of rails repaired at the company's shops was 15,810, costing \$13,290 64, an average cost per rail of 84.6 cents.

The company have 65 engines, which are with few exceptions in good repair; of this number 6 have been purchased during the year, 26 engines have been thoroughly repaired, 7 of these being changed from wood to coal burners, and rebuilt and fitted with copper fire boxes. There have also been constructed at the shops of the company 2 passenger cars, and 110 freight cars, and rebuilt, 6 passenger and 21 freight cars. A number of pilots, cabs, tanks, &c., have also been built.

The number of miles run by locomotives with passenger trains was 364,870; with freight trains, 791,387; with wood and gravel trains, 78,594—total miles run 1,234,851. The average cost per mile for each locomotive, including repairs, fuel, engineer and firemen, oil, tallow and waste, was 38.39 cents, being 5.28 cents more than the previous year.

The entire cost per mile for operating the road, including car repairs, equipment, land, taxes, &c., was \$9,461 98.

Gross earnings per mile of road \$13,595 07
Net " " " 6,749 65

The proportion of expenses to earnings, including new work, construction, repairs, equipment, land, taxes, &c., was 69.59 per cent. Less extraordinary expenses, 50.35 per cent.

The whole amount of freight transported over the road during the year was 919,172,110 pounds; a decrease from last year of 25,141,828 pounds. The number of loaded cars was 55,097; going west, 23,998; going east, 31,099. Tons carried one mile 59,218,894. Average earnings per ton per mile 3.45 cents.

The number of passengers carried was 434,744,

of which 434,891 were 1st class, and 2,853 2d class; of these, 61,371 were through, and 376,873 way; 204,343 went east, and 233,401 west. Number carried one mile, 26,934,579. The number of soldiers transported over the road, and included in the above, was 40,761, of which 18,437 went east, and 27,324 west. The average rate per mile for transporting passengers was 3.733 cents.

The total number of pounds of freight transported over the Mississippi Bridge during the year was 284,651,806, being 15,350,910 pounds less than the previous year. The number of loaded cars passing for the same period was 17,505, of which 9,067 went east, and 8,434 west. The total number of foot passengers crossing the bridge was 101,675, of which 50,963 went east, and 50,712 went west. Number of boats passing the draw going north, 437; do, south, 453; barges going north, 238; do, south, 255. Total number of rafts 576.

INCOME ACCOUNT.

Balance to credit April 1, 1865.....	\$2,034,081 79
Earnings, as above.....	3,154,235 68

\$5,188,317 47

Dividend, April, 10, 1865, 5 per cent. and U. S. tax	\$315,789 47
Interest on income bonds, May 1... " mortgage bonds July 10..	1,872 50 48,895 00
Rent Peoria & Bureau Valley R.R., Aug. 1	62,500 00
Dividend, Oct. 10, 5 per cent. and U. S. tax	315,789 47
Interest on income bonds, Nov. 1... Int. on mort. bonds Jan. 10, 1866..	1,872 50 48,895 00
Rent Peoria and Bureau Valley R.R. Feb. 1	62,500 00
Interest on Railroad Bridge bonds, March 31.....	40,000 00
Extraordinary repairs	46,438 39
Operating expenses	1,711,454 51
Taxes on real estate.....	63,462 02
U. S. tax on passenger earnings....	98,722 64
Legal expenses	7,361 74
Balance.....	2,367,764 23

\$5,188,317 47

BALANCE SHEET.

Capital stock	\$6,500,000 00
Mortgage bonds	1,397,000 00
Income bonds	51,000 00
Profit, balance of income account.	2,367,764 23

\$10,315,764 23

Cost of road and equipment	\$8,050,181 72
Stock of fuel on hand	202,679 32
" iron and materials on hand	54,539 16
Mississippi and Missouri R.R. bonds	952,242 50
U. S. certificates of indebtedness..	55,000 00
Cash and U. S. securities in hand of trustees to provide for income b'ds	57,396 27
Due for military transportation ..	6,612 90
Due from Post Office department..	7,862 70
Due from rent of Grain House....	4,532 41
Uncollected bills at Chicago	43,783 79
Cash in Chicago	59,471 85
Cash in New York	822,011 61

\$10,315,764 23

President.—CHARLES W. DURANT.

Directors.—Thomas C. Durant, Francis H. Tows, David Dows, Charles W. Durant, E. W. Dunham, Thomas T. Sturges, Oliver Charlack, Wm. White-wright, Jr., John P. Yelverton, Wm. F. Havemeyer, Clark Durant, John F. Tracy and Ebenezer Cook.

Vice President.—JOHN F. TRACY.

Treasurer.—E. W. DUNHAM.

Secretary.—FRANCIS H. TOWS.

Ass't Superintendent.—G. H. BEARDSLEY.

Philadelphia and Baltimore Central R. R.

At a meeting of the stockholders of this Company at Rising Sun on the 2d instant, authority was granted to the Directors to create a mortgage of \$300,000 on the Cecil county division of the road, from the sale of which the Directors expect to realize funds to complete the road to the Susquehanna during the next year. The Philadelphia, Wilmington and Baltimore Railroad Company are now completing their branch track to Port Deposit, and propose extending the same to connect with the Philadelphia and Baltimore Central Railroad at the crossing of the Susquehanna. This will at once give us all the advantages of a through route to Baltimore. It is also in contemplation to continue the construction of the road through Hartford and Baltimore counties to Baltimore as fast as the funds can be raised for the purpose. The track is at present completed to Briscoe's land, west of Rising Sun, and the workmen are engaged in grading beyond that point.

The projected road from Columbia down the Susquehanna to Port Deposit will be constructed in the course of a few years, the Pennsylvania Central Company having already made a branch of about one mile in that direction in the Borough of Columbia.—*Oxford Press.*

Atlantic and Great Western Railway.

The debenture holders in this undertaking were of course prepared to learn that cash had arrived in this country more than equal to meet payment of interest due on 15th May. It was also satisfactory in the highest degree to be informed that funds had arrived to provide for the interest due on 15th November next, as well as a portion for the distribution in May, 1867. But it is excessively annoying to be informed that this cash had been deposited in the Consolidated Bank, an establishment which declared itself insolvent on the evening of Sunday last at 9 p. m.

The traffic on the line, according to the monthly returns, exhibits a falling off on the one hand in unison with the receipts on the whole of the great American arteries, and an increase on the other when compared with the earnings of previous periods. Thus we learn that the receipts for the current year contrast as follow with the first four months of 1865 and 1864:

	1866.	1865.	1864.
January	\$504,991	\$289,400	\$160,000
February.....	408,864	327,269	179,041
March.....	388,480	399,870	154,575
April.....	394,533	343,408	181,034

Total.... \$1,696,868 \$1,359,947 \$674,580

With such receipts as these there need be no disquiet in regard to the undertaking being more than able to meet the whole of the interest on its bonds as it may become due.

Again, from the fact of the cash being transmitted to this country every month, and consequently bearing interest here until its disbursement to the bondholders, it inevitably follows, even should there occur some delay in obtaining repossession of the money lodged in the Consolidated Bank, that the later payments, lodged in some more secure establishment, will speedily provide a fund to meet any contingent arrears. There cannot possibly be a loss to the railway company, inasmuch as the shareholders in the bank are liable to the full extent of their subscriptions. Nor may it be contended that any great body of these shareholders are likely to prove defaulters in regard to the amounts for which they are respectively liable. There should therefore be not the slightest misgiving on the part of the debenture holders of the Atlantic and Great Western.—*London Railway Times, June 2.*

A preliminary survey is being made for the extension of the New Haven and Northampton Railroad from Williamsburg, through Cummington and Savoy, to North Adams. The contract to build the road from Northampton to Williamsburg has not yet been taken.

The Inter-State Railroad Bill.

The bill to regulate commercial interests between the several States has passed both Houses of Congress, and only awaits the signature of the President to become law. The following is a copy of the bill:

Whereas, The Constitution of the United States confers upon Congress, in express terms, the power to regulate commerce among the several States, to establish post roads, and to raise and support armies; therefore,

Be it enacted in the Senate and House of Representatives assembled, That every railroad company in the United States, whose road is operated by steam, its successors and assigns, be and is hereby authorized to carry upon and over its road, boats, bridges and ferries, all passengers, troops, Government supplies, freight and property on their way from any State to another State, and to receive compensation therefor, and to connect with roads of other States so as to form continuous lines for the transportation of the same to the place of destination.

Provided, That this act shall not affect any stipulations between the Government of the United States and any railroad company for transportation or fares without compensation, nor impair or change the conditions imposed by the terms of any act granting lands to any such company to aid in the construction of its road; nor shall it be construed to authorize any railroad company to build any new road, or connection with any other road, without authority from the State in which such railroad or connection may be proposed.

Sec. 2. And be it further enacted, That Congress may at any time alter, amend or repeal this act.

Coal and the Susquehanna Railroad.

The Albany and Susquehanna Railroad is being rapidly completed to Nineveh, the point where the railroad being constructed by the Delaware and Hudson Canal Company from Carbondale, in the Wyoming Valley joins it. When both these roads are finished, the whole of the Anthracite coal regions will be opened to Albany by a very short, direct and level route, and coal can be delivered at Albany as cheaply as at any other point on the Hudson River. The Delaware and Hudson Canal Company were aware of this fact when they projected the road from Carbondale to Nineveh, and hence its construction. By the present route, they are obliged to transport their coal over seven inclined plains, five of which are operated by stationary power, then tranship it into boats and take it to Rondout, where, for the winter months, it is ice bound. This is attended with great cost, while to bring it to Albany by the Susquehanna road, there will be no inclined plains, a constant market through the winter months, and, according to the report of Mr. Sweet, late Deputy State Engineer, it can be transported at a cost to the road of from eight to nine mills per ton per mile. The distance from Carbondale is about two hundred and three miles. The Delaware, Lackawanna and Western Railroad Company, another of the great coal monopolies, now run their coal cars to Great Bend, about eighteen miles from Nineveh, and by a short road can connect with the Susquehanna road at that point, or can run over the Erie to Lanesboro, and thence over the Carbondale and Nineveh road to the latter place. The owners of the mines at Barclay are constructing a road to the Erie road, a short distance from Athens, to bring out their semi-bituminous coal, and when the Susquehanna road is completed to Binghamton, a direct connection will be had with their mines also.

The Susquehanna road has made a very favorable contract with the Delaware and Hudson Company, and a similar one can undoubtedly be made with the two other companies above named. When these roads shall have been completed, it will put Albany in the possession of an abundance of coal, and at much cheaper prices than have been known for many years. The consumption of coal, in and within a circuit of one hundred miles of Albany, is about two millions of tons per

annum, and the greater portion of this will be hauled over the Susquehanna road, when they get the facilities for doing the business.

The profit for doing this, to that road, at a very trifling advance over the actual cost, will be over one hundred thousand dollars per annum, while to the city of Albany the benefit will be immense.

—Albany E. Journal.

Lehigh Coal and Navigation Company.

The shipments of coal by canal for the years ending December 31, 1864 and 1865, were as follows:

	1864.	1865.
Shipped at Mauch Chunk ...	446,718	483,756
" East Mauch Chunk ...	311,369	405,028
Total, tons of 2,240 lbs....	758,087	888,784

—showing an increase of 130,696 tons over the shipments of the previous year.

The distribution of coal carried on canal was as follows:

	1864.	1865.
Consumed on the line of the Lehigh Canal ...	98,039	82,235
Passed into the Morris Canal ...	194,096	217,813
Passed into the Del. Div. Canal ...	470,952	588,736

The coal that passed into the Delaware Division Canal divided itself thus:

	1864.	1865.
Consumed on the line of the canal ...	27,426	28,930
Entered the Del. & Raritan Canal ...	241,201	399,067
Reached tide water at Bristol ...	202,325	160,739

Of the coal that entered the feeder of the Delaware and Raritan Canal, 41,191 tons passed out at Bordentown; this having been, for a period of nearly two months, the only way for boats to come through to Philadelphia—navigation on the Delaware Division Canal below the outlet lock having been suspended for repairs, from the 16th of July to the 9th of September.

The total amounts of freights of all kinds (tons) carried on the canal is shown in the following table:

	Ascending.	Descending.	Total.
1865 ...	133,552	914,086	1,047,638
1864 ...	145,677	800,539	946,216

Inc. in 1865. 12,125 113,547 101,422

The yield of the company's coal mines for the years 1864 and 1865, was as follows:

Mined on company's account—	1864.	1865.
Panther Creek, Summit and Old Tunnel Mines ...	379,727	408,172
Mined under lease from company—		
Room Run Mines ...	92,738	79,753
Tamaqua Mines ...	32,685	19,535
Greenwood Mines	6,022
Old heaps ...	12,030	3,543

Total product of Co.'s mines... 517,180 517,025

The tonnage for the year, of the old Lehigh and Susquehanna Railroad proper, or of what may now be called the northern division of the road, lying between Wilkesbarre and White Haven, was as follows:

	Going North.	Going South.	Total.
Coal ...	85,478	251,966	337,444
Lumber ...	4,282	15,127	19,409
Corkwood and bark	66	66
Lime and limestone ...	102	...	102
Other stone, plaster, etc. ...	40	364	404
Merchandise ...	832	24	856

Total tons ... 90,234 267,547 357,781
—which is a gain of 233,667 over the aggregate of 1864.

The coal going north (85,478 tons,) was transported from the planes to the Wyoming Canal.

The number of passengers carried was 26,338, of which 23,882 were through, and 2,451 way.

The amount of freight offered to go to the Lehigh, was vastly in excess of what was carried, and our own ability to transport was fully equal to a business one-third greater; but the Lehigh Valley Railroad Company failed to provide sufficient motive power to do the business over the White Haven and Penn Haven branch of their road, and the expense to which we had gone to prepare for a larger business, was thereby rendered unavailing, and the cost of the transportation done by us much increased. The profits, however, have been satisfactory. Next year we hope to have a road of our own in operation between White Haven and Penn Haven, so that there need be no repetition of these difficulties hereafter.

In the month of June, an important link in the extension to Easton of the Lehigh and Susquehanna Railroad, was opened to trade, viz.: that part lying between the Hazleton Railroad and the head of our canal, a distance of about six miles. During the five months of active operations on said link of road, there was carried over it a total of 202,895 tons 17 cwt. of coal, of which 121,712 tons were received from the Hazleton Railroad, and 81,183 17 tons from the northern division of the Lehigh and Susquehanna Railroad, over the Penn Haven and White Haven branch of the Lehigh Valley Railroad. All of the above coal was shipped upon the company's navigation, over the new pockets below the Turn-hole. This trade will be largely increased the present year, both from the Hazleton and the Wyoming regions.

The earnings and expenses for 1865, were as follows:

Earnings:

Water and ground rents	\$11,789 15
Coal sold, including mine rents	584,748 23
Tolls on canal less expenses of collection	612,803 21
Profits on transportation account, L. & S. R. R. including car service	170,796 95
	<u>\$1,380,137 54</u>

Expenses, viz.:

State tax on capital st'ck. \$23,467 50	
Balance of interest ac't. 189,144 68	
Repairs and improvements of the navigation 74,694 17	
For future renewals of pockets at Turn-hole.. 30,940 77	
	<u>318,247 12</u>

Net profits	\$1,061,890 42
Balance to credit of profit and loss, January 1, 1865	2,983,236 08

	\$4,045,126 50
U. S. tax on surplus profits of 1864	\$48,219 79

Dividend, May 23, 1865, 5 per cent. and U. S. tax	225,418 42
Dividend, Nov. 28, 1865, 5 per cent. and U. S. tax	268,634 21
	<u>542,272 42</u>

Balance to credit of profit and loss January 1, 1866	\$3,502,854 08
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The profits from all sources, for the year 1865, were \$1,380,137 54. After paying State tax, interest, repairs, and expenses, there remains a balance to be carried to the credit of profit and loss, of \$1,061,890 42, equal to 24 1/4 per cent. on the capital stock, as it stood up to May 24th, 1865, prior to the issues of new stock, made, respectively, in May and November last. As said new issues of stock contributed nothing to the profits of the year, being represented by railroads still unfinished and not in operation, it is proper to calculate the percentage of profit on the capital actually engaged in the business, which gives a result of nearly 25 per cent., as already stated.

After deducting from the net profits of the year, the two dividends of five per cent. each, declared in May and November, there remains a surplus, for the year, of \$567,837 79, and a total balance to the credit of profit and loss, of \$3,502,854 08.

During the year 1865, the capital stock was increased \$1,808,750; the funded debt was increased \$235,001 82; and the floating debt (including unpaid interest and dividends) increased \$53,478 79. On the first of January, 1866, the aggregate of the company's liabilities, including capital stock, funded debt, and obligations of every kind, was \$10,494,464 28.

There was expended upon the new locomotive road, around the inclined planes on the Lehigh and Susquehanna Railroad, the sum of \$334,474 11. For ground for a new freight and passenger depot at Wilkesbarre, \$9,109 49. In other improvements, between Wilkesbarre and White Haven, \$68,264 75. On the branch to the Nescopec mines, \$2,245 68. On the different sections of the Lehigh and Susquehanna extension—between White Haven and Easton—a total of \$712,335 61, besides \$49,489, paid for land and right of way, and charged temporarily to lands purchased.

The cost of the railroad, from the bridge at the Turn-hole to the new pockets, originally charged to land improvements, has been transferred from that account to construction of Lehigh and Susquehanna Railroad. The amount of this item, including the bridge, the tunnel, and the sidings, is \$223,550 92. Total charged to construction of Lehigh and Susquehanna Railroad, in 1865, \$1,209,813 07.

In the purchase of additional rolling stock, for the Lehigh and Susquehanna Railroad, including six new locomotive engines, and 684 new cars, there was expended the sum of \$426,519 33.

By the purchase of a new locomotive, for use on the road to Tunnel No. 10, and by other additions to the rolling and other stock at the company's mines, and on the railroads connected therewith, there has been added to this item of the company's assets, the sum of \$62,069 04.

Upon their coal improvements, including their coal mines and the railroads connected therewith, the company expended last year, the sum of \$322,524, of which, however, only \$80,712 09 has been permanently charged to that account; the balance to the current expenses of the business.

Upon other portions of the company's real estate, expenditures have been made under the head of land improvements, to the amount of \$64,823 84. The sum of \$30,940 77 has been credited to that account, on the score of the new pockets built in 1864 and 1865, to cover what depreciation they may have already sustained, and the extra cost arising from the high price of labor and materials. The total amount charged to this account was less by \$175,237 10, at the end of 1865, than at the end of 1864.

The investment of the company in canal boats, was increased during the year, \$11,054 12.

The following exhibits the financial condition of the company at the end of the year.

Capital stock.....	\$6,091,700 00
Common loans.....	3,081,433 74
Floating debt.....	1,256,497 70
Unpaid dividends.....	9,213 70
Arrears of interest.....	55,619 14

Total \$10,494,464 28
Balance to credit of profit & loss. 3,502,854 08

Total	\$13,997,318 36
Canal and river improvements.....	\$4,455,000 00
Lehigh and Susquehanna R. R.	3,127,708 42
Real estate, coal mine and other lands, mine railroads, &c., and works at Phila., &c.	2,037,089 72
Moveable effects:—debts due, bills receivable, bonds and mortgages, &c.	2,907,157 38
Contingent fund, cost of investm'ts	680,246 58
Cash on hand	790,116 26

Total \$13,997,318 36

The indebtedness of the company at the end of 1864 and 1865, comparatively, is shown in the following summary:

	1864.	1865.
6 pr. cent. loan, due Mar.		
1,1870	\$414,607 77	\$414,157 77
6 per cent. loan, due		
April 1, 1864	2,432,274 15	2,667,275 97
Total	\$2,846,881 92	\$3,081,433 74
Increase of funded debt.....		\$234,551 82
" floating debt.....		53,478 79
Increase of debt and liabilities in '65	\$288,030 61	
" stock in 1865		1,808,750 00
Total increase of debt and stock	\$2,096,780 61	

Meanwhile the property and assets of the company have increased by a total of \$2,616,398.

The following table exhibits at one view the cost of the company's works, and the earnings yearly for the last fourteen years:

Years. &c.	Gross	Total	Net	Dividends.
	lands, mines, Earnings.	Ex-penses.	Earn-ings.	dends.
1852	\$7,142,876	\$722,999	\$153,366	\$569,633
1853	7,015,998	804,715	184,259	670,456
1854	7,116,901	1,090,652	167,136	923,516
1855	7,169,727	1,019,271	209,125	810,146
1856	7,241,654	864,657	237,176	627,481
1857	7,263,971	593,290	127,126	466,164
1858	7,228,273	595,857	92,197	503,660
1859	7,228,789	672,688	97,763	574,925
1860	7,288,264	753,318	83,091	670,227
1861	7,357,473	528,246	201,314	326,932
1862	7,454,365	307,347	123,487	183,860
1863	7,574,840	1,152,694	129,110	1,023,584
1864	8,445,880	1,560,582	288,305	1,322,277
1865	9,619,798	1,380,137	318,247	1,061,890

At an election held May 1st, 1866, the following named persons were chosen officers of the company, for the ensuing year:

President.—JAMES S. COX.

Managers.—John Farnum, Richard Richardson, Andrew Manderson, Jacob P. Jones, Francis C. Yarnall, Samuel E. Stokes, Francis R. Cope, Frederick Graff, Fisher Hazard, Charles L. Borie, Charles Wheeler.

Vice President.—WILLIAM F. BIDDLE.

Superintendent & Engineer.—JOHN LEISENRING.

Treasurer.—SOLOMON SHEPHERD.

Secretary.—FRANCIS MITCHELL.

The Wabash and Erie Canal in Indiana.

A company composed of leading business men on the line of this canal, has been formed for the purpose of leasing the canal for a term of years, to put and keep it in navigable order. The company organized at Delphi last week by the appointment of Reed Case, of Delphi, T. Donovan, of Pittsburgh, M. Bradley, of Peru, A. P. Edgerton, of Ft. Wayne, Judge Petit of Wabash, L. Jewett, Capt. Moore, Robert Breckinridge, Henry Taylor and J. W. Martin, of Lafayette, Directors of the Company. At a subsequent meeting, Messrs. Edgerton, Case, Bradley, Breckenridge and Jewett, were elected an Executive Committee, and Hon. A. P. Edgerton, President.

It is generally known that in the settlement of Indiana with the foreign holders of her bonds, this canal passed into other hands, and was for many years managed by trustees for them, during which it declined in condition. It was then leased to a company consisting of A. P. Edgerton, H. McCulloch, and we think, Jesse L. Williams, who bound themselves no further than to keep the canal in repair if its revenue was sufficient. This arrangement did not create a sufficient interest, nor induce the investment of sufficient capital to keep the canal in navigable order. This season, it has been opened no further south than Logansport, with no prospect, under the old arrangement, of any effort to open it through.

The character of the members of the new com-

pany, their interest in business and property along the line of the canal, and the capital they have invested in this enterprise, are an assurance of an energetic management that will put this important canal in order and make it again profitable. Business men in Toledo have taken a part in the undertaking by pledging themselves to build thirty boats for the canal, this kind of stock having declined for several years on account of the uncertainty as to the continuance of the canal.

This canal has, like the Ohio Canal, suffered from railroad competition. The foreign owners would not stand up to the continual draft upon them to keep it in repair, as the State of Ohio did for her canals for many years, until she leased them. The lessees of the Indiana Canal did not put that interest and energy into the management that the Ohio lessees gave to their enterprise. The declining condition of the canal, and the facilities furnished by the railroads, made the people indifferent to its preservation. But the people of Ohio are aware that their canals are worth the cost for their influence on the price of freight, even though they should carry none. And so is the Wabash and Erie Canal to the people of Indiana, as they would find, to their cost, if they should allow it to go out of existence.

Before our canals were leased they were an annual drain of from one to two hundred thousand dollars a year upon the general fund of the State Treasury, besides the interest on their cost of sixteen or eighteen millions. In spite of this bad showing of direct results, we believe they were worth the cost for their influence on freights. They were a security against any extraordinary pressure upon the means of transit, and against the natural effect of this on prices. The energy and economy of private interest and management has sustained and improved them with their own revenues, and the prospect which at one time was probable that they would run down and be abandoned, is now removed.

The people of Indiana have the same interest in their canal, and it is probable that this enterprise will have as beneficial a result. The trade of the Wabash and Erie Canal in Indiana was once of much importance to this city. It fell off on account of the change the war made in the course of trade, as well as from the declining condition of the canal. The restoration of trade to its natural course and the repair of the canal will revive and increase its importance to this city. It is indispensable for the transportation of all kinds of heavy freight and produce, and it is also a very important feeder to the Ohio portion of the same line of canal.—*Cin. Gazette.*

The first annual meeting of the International Telegraph Company was held in Portland on the 5th inst., and the following board of directors was chosen for the ensuing year: E. K. Harding, Bath; A. D. Brown, George F. Shepley, H. N. Jose, Woodbury Davis, Portland; Wm. McGilvery, J. C. Nichols, Searsport; J. B. Foster, J. W. Palmer, Bangor; E. C. Bailey, Dwight Foster, Boston. At a meeting of the directors Col. E. K. Harding of Bath was chosen President, and Col. Charles B. Merrill of Portland, Treasurer.

In the suit of the California State Telegraph Company versus the United States Pacific Telegraph Company in the District Court of the United States for Nevada, Judge Baldwin has awarded an injunction restraining the defendants from telegraphing between the cities of Nevada and California, on the ground that the plaintiffs have exclusive and irrepealable franchise from the Nevada Legislature, which even Congress cannot invade. This closes the line of the defendants.

Mr. D. S. Hessey, of Delaware, has been elected Chief Engineer of the Dorchester and Delaware railroad company.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.s.h.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.s.h.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.s.h.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.s.h.
COPPER:					COPPER:					IRON:					COAL & ANTHRAZITE:				
Action	Ca.	5	200,000	---	Knowlton	L. S.	25	8	20,000	Broad Top	Pa.	50	50	50,000	St. Nicholas	Pa.	3	100,000	
Action Vale	Ca.	5	50,000	---	Lafayette	Ca.	25	2	20,000	Copake	N. Y.	50	50	50,000	Albion	"	3	100,000	
Adventure	L. S.	25	3	20,000	Lake	"	25	2	20,000	F. ster	"				Shawmut	"	20	40,000	24
Albany and Boston	"	60	251	20,000	Lawrence	L. S.	25		20,000	French Creek	Pn.	5		100,000	Washington	"			
Algoma	"	25	8	20,000	Lennoxville	Ca.	5		100,000	Garrison's	N. Y.	5	5	100,000	West Virginia	W. Va.			
Allouez	"	25	14	20,000	Logan	"	3		100,000	George's Creek	Md.	100	100	10,000	Wilkesbarre	"	100	100	21,750 55
American	"	25	1	20,000	Lower California	Mo.	50		40,000	Harewood	"	5	5	20,000	Wolf Creek	"			
Amygdaloid	"	26	17	20,000	Lyster	Ca.	2		200,000	Lake Superior	L. S.	25	25	20,000	Wyoming Valley	"	50		25,000
Anita	Cal.		20,000	---	Madison	L. S.	26	6	20,000	Mount Pleasant	Pa.	50	50	10,000	Gold:				
Annapolis	Md.	10	50,000	---	Malden	"	25	2	20,000	Teal Lake	L. S.	25		20,000	Arcadia	N. S.			
Areadia	L. S.	25	20,000	---	Mandan	"	25	4	20,000	Tyson	Vt.	10		20,000	Albion	"	3	100,000	
Arizona	Ariz. T.	100	100,000	---	Manhattan	"	25	5	20,000	LEAD AND ZINC:				American	Col.	100	50,000		
Araold	L. S.	23	20,000	1	Marquette	"	25	34	20,000	Amenia	N. Y.	5		100,000	Ascot	Can.	100	50,000	
Ascot	Ca.	20	20,000	---	Maryland	Md.	5			Bucks County	Pa.	5		40,000	Atl. & Pac	Nev.	50	100,000	
Astor	L. S.	26	14	20,000	Mass	L. S.	25	48	20,000	Canada	Ca.	5		50,000	Baltic	Col.			
Atlas	"	25	2	2,000	Massachusetts	"	25		20,000	Champion	N. Y.				Bates & Baxter	"			
Aztec	"	25	4	20,000	Medora	"	25	18	20,000	Clute	"	5	5	110,000	Benton	"	5	100,000	
Balt. and N. C.	N. C.	5	20,000	---	Mendota	"	25	1	100,000	Continental	"	24	24	200,000	Black Hawk	"	100	60,000	
Bay State	L. S.	26	134	20,000	Merrimac	"	25	64	20,000	Eastport	Me.	10		100,000	Bob Tali	Col.	10	100,000	
Beaver	"	25	2	20,000	Merryweather	"	25		20,000	Erie	N. Y.	10		40,000	Briggs	Col.	100	10,000	
Bedford	Ca.	5	125,000	---	Mesnard	"	25		8,000	Gay's River	"	2		100,000	Burroughs	"	10	100,000	
Black River	"	24	20,000	---	Meteor	"	25		20,000	Hampton	Mass.	5		100,000	Bullion	Mtns.	5	200,000	
Bohemian	L. S.	26	174	20,000	Michigan	"	25		20,000	Jefferson	N. Y.				Chebucto	N. S.	1	300,000	
Bolton	Ca.	6	200,000	---	Middlesex	"	25		20,000	Kings Hill	"	5		10,000	Central	Col.	5	200,000	
Boston	L. S.	25	21	20,000	Milton	"	25	14	20,000	Lake Superior	Mich.	5		200,000	Central Gold	"	5	20,000	
Brooklyn	L. S.	5	100,000	---	Minnesota	L. S.	25	184	20,000	Lehigh	N. J.	5		50,000	Chaudiere	Can.	5	100,000	
Brome	Ca.	25	1	20,000	Mississiqui	Ca.			150,000	Macomb	N. Y.	5		110,000	Jobden	Idaho	10	100,000	
Cabot	L. S.	25	1	20,000	Morrison	L. S.	25		20,000	Maine	Me.	10		50,000	Columbia	Nev.	100	300,000	
Caledonia	"	25	5	20,000	Nashua	"	25		20,000	Mineral Point	N. Y.	5		100,000	Consi. Gregory	Col.	100	50,000	
Cambridge	"	25	5	20,000	National	"	25	64	20,000	Morgan	"	5		100,000	Copalinsche	"	50	250,000	
Canada	Vt.	4	100,000	1	Native	"	25	2	20,000	Mount Hope	N. Y.	24		80,000	Corydon	"	25	100,000	
Carp Lake	L. S.	25	20,000	---	Naumkeag	"	25	1	20,000	National	"	1		200,000	Continental	"	100	20,000	
Cascade	"	25	20,000	---	Nebraska	"	25		20,000	New Hampshire	N. H.	5		100,000	Denver	"	20	50,000	
Central	"	25	5	20,000	Nequaket	"	25	2	20,000	New Jersey	N. J.	100		12,000	Downieville	"	1	300,000	
Champlain	Ca.	12	200,000	---	New England	L. S.	25	2	20,000	New York & Boston	N. Y.	10		100,000	Eagle	"	10	100,000	
Chatham	"	2	200,000	---	New Jersey cons.	N. J.	10		100,000	Oswegatchie	Ca.	5		100,000	East Bannock	Mtns.			
Cheticamp	"	5	30,000	---	Newton	Ca.	1		200,000	Owen's Lake	"	5		50,000	El Dorado	Col.	5	250,000	
Chippewa	L. S.	25	20,000	---	New York	L. S.	25	1	20,000	Phoenix	N. Y.	5		50,000	Empire	"	20	250,000	
Clifton	"	25	20,000	---	Ontonagon	L. S.	25		20,000	Placentia Bay	N. F.	5		200,000	Excelsior	"	10	30,000	
Collin	"	25	1	20,000	North Cliff	L. S.	25	4	20,000	Ramsay	Ca.	25		20,000	Garrison's	"	50	100,000	
Concord	"	25	4	20,000	North State	"	25	3	20,000	Rochester	"	24		200,000	Gem	"	50	25,000	
Consolidated	"	25	5	20,000	North Western	"	25	11	20,000	Rossie	N. Y.	5		100,000	Golconda	"	20	250,000	
Copper Creek	Mo.	100	10,000	---	Norwich	"	25	11	20,000	Coal & Anthracite:		25		60,000	Gold Mountain	Col.	10	600,000	
Copper Creek	Wis.	25	20,000	---	Ogima	"	25	7	20,000	American	Pa.	25		60,000	Gunnell	"	10	50,000	
Copper Falls	L. S.	25	24	20,000	Otisville	N. Y.	5		100,000	Appleton	Pa.	50	50	50,000	Gunnell Central	"	50	20,000	
Copper Harbor	"	25	1	20,000	Ottawa	On.	1		200,000	Atlantic & G. C.	Md.	100	100	100,000	Gregory	"	50	20,000	
Copper Hill	Wis.	1	200,000	---	Pacific	L. S.	25		20,000	Baltimore	"	100	100	100,000	Great Western	"	10	60,000	
Corinth	Vt.	2	100,000	---	Pennsylvania	"	50	50	20,000	Bear Valley	"	124		40,000	Hope	"	25	80,000	
Cornwall	Vt.	2	100,000	---	Peterick	"	25	54	20,000	Beaver Meadow	Pa.	50	50	100,000	Holman	"	2	150,000	
Eagle River	L. S.	25	21	20,000	Petherick	"	25	34	20,000	Belmont	"	50	50	10,000	Idaho	Nebr.			
Dacotah	L. S.	25	34	20,000	Pewabic	"	25		20,000	Big Mountain	"				Isaac's Harbor	N. S.			
Dana	"	25	2	20,000	Phil & Boston	"	25	15	20,000	Black Heath	"				Kansas, Colorado	Col.	10	100,000	
Deep River	N. C.	5	10,000	---	Phoenix	"	25	15	20,000	Bridgeton	"	100	100	100,000	Lake Major	N. S.	50	12,000	
Delaware	L. S.	25	204	20,000	Pittsburg & Boston	"	25	54	20,000	Bridgeport	"	10	10	30,000	Mariposa	Cal.	100	100	24
Derby	"	25		20,000	Pratt	"	25	10	20,000	Broad Mountain	"	10	10	30,000	Du, preferred	"	100	100	100,000
Devon	"	25	14	20,000	Prescott	Ariz. T.	100		100,000	British American	N. S.				Mammoth	Col.			
Dorchester	"	25	4	20,000	Providence	L. S.	25	20	20,000	Butler	"				Manhattan	"			
Douglas	"	25	20,000	---	Quincy	"	10	10	20,000	Cape Briton	N. S.	24	24	200,000	Massachusetts	"	10	250,000	
Dover	Ca.	2	1,200,000	---	Salem	"	25	1	20,000	Cameron	Pa.	50		50,000	Mount Vernon	Nev.	10	50,000	
Dudley	L. S.	25	2	20,000	Seneca	"	25	1	20,000	Coal Brook	"	50		20,000	Montana	Col.	50	20,000	
Dunham	"	25	2	200,000	Shelton	"	25	1	20,000	Columbian	"				National	"	4	100,000	
Durham	"	25	5	200,000	Star	"	25	11	20,000	Consolidation	Md.				New York City	Nev.	100	50,000	
Eagle River	L. S.	25	34	20,000	Stark	Vt.	2		100,000	Continental	Va.	50	100	10,000	New York	Col.	10	100,000	
Eaton	"	25	1	20,000	Suffolk	L. S.	25		20,000	International	N. S.	50	50	20,000	N. Y. & Nevada	Nev.	10	100,000	
Edwards	"	25	1	20,000	Superior	L. S.	25	8	20,000	Lackawanna	Pa.	50	50	20,000	North Clear Creek	Col.	10	100,000	
Ely	Ca.	5	100,000	---	Salem	"	25	1	20,000	Lawrence	"	100	100	2,000	Pacific	"	100	40,000	

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [---] "not ascertained."

Fiscal year ending.	Completed: equi- val't in single trk.	Length. m.	In progress or Projected	Equipment. Horses.	Companies.	Cost of Road & Equipment.	Share Capital* paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	PASSENGER RAILROAD BONDS.					
								Bonded Debt.	floating Debt.	Gross.	Nett.	p. c.	Amount out- standing.	Interest, Rate.	Pay- able.	Prin- cipal payable.	Market Price.		
30 Nov. '64	3.56	—	—	N	MASSACHUSETTS.	—	—	—	—	—	—	—	—	—	—	—	—		
30 Nov. '64	4.52	—	179	28	Boston and Chelsea.	110,000	110,000	—	—	8,900	7,400	6%	27	\$ 27,500	pc	Months	Year.	p. o.	
30 Nov. '64	27.43	—	—	—	Broadway, Boston.	256,257	250,000	20,482	129,165	15,895	8	9	45%	1,200,000	J. & J.	& J.	1884	—	
30 Nov. '64	7.5	—	—	—	Cambridge.	734,671	727,800	150,000	94	(Union Co.)	—	—	95	—	76,000	J. & J.	1883	—	
30 Nov. '64	1.41	—	—	—	Dedham and West Roxbury.	—	41,000	—	—	—	—	—	—	—	1st Mortgage.	1,200,000	J. & J. & D.	1884	—
30 Nov. '64	2.80	—	26	6	Dorchester and Roxbury.	18,742	12,000	—	6,660	(Metro pol'n)	6	—	46	—	1st Mortgage.	76,000	J. & J.	1883	—
30 Nov. '64	11.75	—	200	31	Lowell (Horse).	43,894	40,129	—	3,590	11,062	766	—	—	—	1st Mortgage.	304,250	J. & J. & D.	1870	—
30 Nov. '64	3.41	—	—	—	Lynn and Boston.	254,611	200,000	50,000	18,165	129,927	12,197	8	—	50	1st Mortgage.	170,000	J. & J.	1872	—
30 Nov. '64	2.97	—	—	—	Malden and Melrose.	60,246	200,000	73,100	66,222	20,807	—	—	25%	1st Mortgage.	200,000	J. & J.	1872	—	
30 Nov. '64	31.85	—	841	140	Medford and Charlestown.	35,000	23,000	11,000	—	(Middlesex)	50	25	—	1st Mortgage.	20,000	J. & J.	1884	—	
30 Nov. '64	6.84	—	263	41	Metropolitan (Boston).	1,420,141	1,176,075	—	218,487	580,043	49,981	6	60%	—	1st Mortgage.	150,000	J. & J.	1881	50
30 Nov. '64	5.69	—	75	9	Middlesex (Boston).	484,945	400,000	31,000	104,617	170,236	—	3	80	—	Central Park, East & North River.	—	—	—	—
30 Nov. '64	6.75	—	66	15	Quincy.	135,243	71,800	55,533	31,533	25,510	1,300	—	—	1st Mortgage.	550,000	J. & J.	1874	—	
30 Nov. '64	2.68	—	—	—	Salem & South Darvers.	173,980	150,000	—	25,800	37,017	—	—	—	Citizens' [Pittsburg].	57,900	J. & J.	1870	—	
30 Nov. '64	2.50	—	25	2	Somerville.	60,000	—	—	—	(Middlesex)	5	25	—	Cliftondale.	25,000	J. & J.	1871	—	
30 Nov. '64	6.74	—	59	8	Stoneham street (Boston).	35,300	32,900	—	—	7,454	—	—	—	Coney Island and Brooklyn.	113,000	J. & J.	1873	—	
30 Nov. '64	6.00	—	70	—	Suburban.	95,500	5,000	—	—	(Middlesex)	—	—	—	Delaware County.	6,500	—	—	—	
30 Nov. '64	1.55	—	411	63	Suffolk (Boston).	241,441	160,000	20,000	144,312	273,428	—	—	1st Mortgage.	—	—	—	—		
30 Nov. '64	2.25	—	—	—	Union (Transportation).	13,800	13,800	—	—	(Less sed)	6	—	100	Dorchester.	5,000	6	—	—	
30 Nov. '64	11.60	—	59	8	West Cambridge.	62,154	60,000	—	—	930	21,389	—	47	Real Estate Mortgage.	—	—	—	—	
30 Nov. '64	—	—	—	—	Winnisimmet.	96,657	75,800	—	53,668	25,452	—	—	—	Forty-second street.	—	—	—	—	
31 Jan. '64	3.0	3.0	45	7	Fairhaven and Westville.	100,000	100,000	—	—	—	—	8	—	1st Mortgage.	127,150	J. & J.	1873	—	
31 Dec. '62	8.5	—	11	3	Hartford and Wethersfield.	300,000	300,000	—	—	—	—	—	—	Real Estate.	134,500	J. & J.	—	—	
30 Sep. '64	10.76	—	32	28	Broadway (Brooklyn).	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110	Frankford and Southwark.	200,000	J. & J.	1860	107
30 Sep. '64	14.33	—	78	—	Broadway & 7th Ave., N. Y.	2,393,245	2,100,000	190,000	96,551	18,965	—	100	69	1st Mortgage.	—	—	—	—	
30 Sep. '64	7.00	2.80	10	2	Brooklyn, Bath & Coney Is'd.	120,388	99,550	76,000	44,000	15,381	2,942	—	55	Real Estate.	—	—	—	—	
30 Sep. '64	56.18	48	22	—	Brooklyn Central & Jamaica.	397,646	492,100	400,000	55,291	173,827	8,666	9	100	130	Harlem Br., Morris' & Ford'm.	—	—	—	—
30 Sep. '64	11.75	4.00	28	—	Brooklyn City and Newtown.	1,330,717	1,000,000	170,000	15,000	694,385	77,142	8	—	1st Mortgage.	88,000	J. & J.	—	—	
30 Sep. '64	9.41	—	—	—	Brooklyn City & Ridgewood.	551,784	366,000	200,000	19,144	82,049	4,162	—	—	Germantown.	250,000	J. & J.	1869	—	
30 Sep. '64	18.00	—	—	—	Brooklyn City & Rockaway.	161,137	140,500	20,000	4,637	—	700	—	—	Green and Coates St.	98,000	J. & J.	1870	95	
30 Sep. '64	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y.	90,000	50,000	25,000	15,000	—	—	—	Harlem Br., Morris' & Ford'm.	—	—	—	—		
30 Sep. '64	23.03	—	—	—	Buffalo Street.	33,500	15,000	18,500	—	—	—	—	1st Mortgage.	88,000	J. & J.	—	—		
30 Sep. '64	—	—	—	—	Canarsie, B'klyn & Winf'd.	—	—	—	—	—	—	—	West Hoboken and Weehawken.	40,000	J. & J.	1869	—		
30 Sep. '64	19.00	3.00	99	12	Central P'k, N. & E. Riv. (N. Y.).	1,330,302	721,350	550,000	—	327,713	30,498	100	—	—	Green and Coates St.	60,000	M. & S.	1872	—
30 Sep. '64	17.25	—	32	—	Coney Island and Brooklyn East & North River (N. Y.).	603,889	500,000	113,000	—	100,488	9,148	12	100	—	Lynn and Boston.	50,000	M. & S.	71-72	88
30 Sep. '64	6.00	—	—	—	Eighth Avenue (N. Y.).	1,166,162	1,000,000	45,000	5,000	452,701	4,208	12	—	—	Malvern and Melrose.	52,100	M. & S.	1880	91
30 Sep. '64	18.50	1.00	101	—	Port Morris & Westchester.	1,200	1,200	—	—	—	—	—	1st Mortgage.	31,000	—	—	—		
30 Sep. '64	12.00	1.00	50	42	Rochester City & Brighton.	237,889	134,000	91,000	10,000	47,739	—	—	1st Mortgage.	11,000	—	—	—		
30 Sep. '64	4.52	—	—	—	Second Avenue (N. Y.).	1,165,615	650,000	520,000	53,000	350,718	20,134	100	65	1st Mortgage.	11,000	—	—	—	
30 Sep. '64	10.00	17	2	—	Sixth Avenue (N. Y.).	1,222,621	750,000	—	—	424,806	14,753	5	100	136	1st Mortgage.	—	—	—	—
30 Sep. '64	—	—	—	—	Tenth Av & 32d st. (N. Y.).	1,958,384	1,170,000	35,000	844,701	171,587	12	100	240	1st Mortgage.	100,000	J. & J.	1869	—	
30 Sep. '64	7.00	—	34	—	Troy and Cohoes.	50,000	—	—	—	—	—	—	1st Mortgage.	67,000	7	—	—		
30 Sep. '64	11.00	7.00	—	—	Ninth Avenue (N. Y.).	451,154	795,360	67,000	90,108	loss.	100	—	—	North Philadelphia.	100,000	J. & J.	1869	—	
30 Sep. '64	2.00	—	—	—	Port Morris & Westchester.	1,200	1,200	—	—	—	—	—	1st Mortgage.	125,000	J. & J.	1881	—		
30 Sep. '64	7.50	20	—	—	Rochester City & Brighton.	237,889	134,000	91,000	10,000	47,739	—	—	Orange and Newark.	100,000	J. & J.	1880	—		
30 Sep. '64	16.00	40	—	—	Second Avenue (N. Y.).	1,155,615	650,000	520,000	53,000	350,718	20,134	100	65	1st Mortgage.	100,000	J. & J.	1880	—	
30 Sep. '64	8.37	40	25	—	Sixth Avenue (N. Y.).	1,222,621	750,000	—	—	424,806	14,753	5	100	136	2d Mortgage.	100,000	J. & J.	1883	—
30 Sep. '64	17.50	137	3	—	Tenth Av & 32d st. (N. Y.).	1,958,384	1,170,000	35,000	844,701	171,587	12	100	240	Philadelphia City.	135,000	J. & J.	1879	91	
30 Sep. '64	9.00	18	—	—	Troy and Cohoes.	50,000	—	—	—	—	—	—	1st Mortgage.	100,000	J. & J.	1880	—		
30 Sep. '64	6.50	—	—	—	Utica City.	193,945	124,500	65,500	7,000	18,295	loss.	—	1st Mortgage.	100,000	J. & J.	1880	—		
30 Sep. '64	1.50	—	3	—	V. Brunt st. & Erie Bas. (Buff.).	62,000	50,000	12,000	—	10,856	2,380	—	1st Mortgage.	100,000	J. & J.	1880	—		
30 Sep. '64	12.00	—	—	—	Williamsburgh & Coney Is'd.	15,000	15,000	—	—	—	—	—	2d Mortgage.	100,000	J. & J.	1883	—		
31 Dec. '62	5.32	—	7	—	Hoboken and Hudson City.	32,000	30,000	—	2,000	—	—	—	Philadelphia City.	135,000	J. & J.	1879	91		
31 Dec. '62	5.05	2.50	—	8	Hoboken and Weehawken.	134,400	70,000	60,000	—	17,228	9,986	3	—	Philadelphia and Darby.	17,000	J. & J.	1870	—	
31 Dec. '62	10.47	—	150	22	Orange and Newark.	411,000	211,000	200,000	—	71,050	19,188	50	—	Philadelphia and Gray's Ferry.	17,000	J. & J.	1870	—	
31 Dec. '62	17.00	—	8	—	West Hoboken & Hoboken.	100,000	40,000	60,000	—	—	—	—	1st Mortgage.	91,000	J. & J.	—	—		
31 Dec. '62	5.																		

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			WHEN PAYABLE.	Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			WHEN PAYABLE.	Market Price.
		Rate.	Payable.	Market Price.					Rate.	Payable.	Market Price.		
NATIONAL SECURITIES, June 1.							New York—State Bonds	canal fund	6,000,000	6	Quarterly.	1873	96
Loan of Jan. 28, 1847 registered	\$0,415,250	6	Jan. & July.	1867 120	"	"	2,250,000	6	"	1874	98		
Loan of March 31, 1848 registered	8,908,342	6	"	1868 127	"	"	500,000	6	"	1875	—		
" " coupon	618,000	6	"	1868 122	"	"	900,000	6	"	1877	—		
Texas Indemnity, of Sep. 9, 1850 coupon	618,000	5	"	Due.	"	"	general fund	800,000	6	"	1878	—	
Loan of June 14, 1858 registered	20,000,000	5	"	1874 100	"	"	909,607	5	"	1878	pleas.		
" " coupon	5	"	1874 100	"	"	"	192,585	5	"	1866	—		
Loan of June 22, 1860 registered	7,022,000	5	"	1871 99	"	"	1,163,000	5	"	1868	—		
" " coupon	5	"	1871 99	"	"	"	442,960	5	"	1868	—		
Oregon War Loan of March, 1861 coupon	1,016,000	6	July.	1881 -----	"	"	canal fund	187,000	5	"	1871	—	
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881 105	"	"	general fund	4,500,000	5	"	1874	90	
" " coupon	6	"	1881 105	"	"	"	900,000	5	"	1875	—		
Loan of July 17, & Aug. 5, 1861 registered	284,314,500	6	"	1881 106	"	"	general fund	800,000	5	"	1873	—	
" " coupon	6	"	1881 106	"	"	"	8,885,500	6	Various.	'66-'91	84		
Loan of Feb. 26, 1862 (5-20%) registered	614,780,500	6	May & Nov.	1882 102	"	"	coupon	3,500,000	6	Jan. & July.	1866	—	
" " coupon	6	"	1882 102	"	"	"	1,009,500	5	Jan.	1865	—		
Loan of March 3, 1864 (5-20%) registered	100,000,000	6	May & Nov.	1884 -----	"	"	coupon	562,268	6	"	1860	—	
" " coupon	6	"	1884 -----	"	"	"	379,866	6	"	1868	—		
Loan of March 3, 1865 (5-20%) registered	80,734,500	6	May & Nov.	1885 102	"	"	coupon	2,183,582	6	"	1870	—	
" " coupon	6	"	1885 102	"	"	"	1,600,000	6	"	1875	—		
Loan of March 3, 1864, (10-40%) registered	171,219,100	5	Mar. & Sept.	1904 96	"	"	coupon	4,095,307	9	"	1881	—	
" " coupon	5	"	1904 96	"	"	"	2,400,000	6	"	1886	—		
Pacific R. R. Bonds of (currency) registered	5,402,000	6	Jan. & July.	1905 -----	"	"	Domestic Bonds	679,213	6	May & Nov.	'68-'71	—	
Treasury Notes of July 17, 1861 (7-30%)	167,350	6	"	"	"	"	Pennsylvania—State Stock	20,209,000	5	Various.	'66-'90	90	
" June 20, '64 & Mar. 3, '65 1st series	812,221,600	13	Feb. & Aug.	1867 102	"	"	registered	6,168,000	5	"	'77-'82	90	
" March 3, 1865 2d series	812,221,600	7	June & Dec.	1868 102	"	"	Military Loan	3,000,000	6	Feb. & Aug.	1871 102	94	
" 1865 3d series	812,221,600	7	Jac. & July.	1868 102	"	"	Rhode Island—State War Bonds	3,889,000	5	Jan. & July.	1868	—	
Debt Certificates	43,025,000	6	At maturity	1 year	100%	"	South Carolina—State Bonds (sterling)	481,444	6	Jan. & July.	1868	—	
Gold Certificates of Deposit	22,568,320	6	At maturity	3 yrs	-----	"	coupon	1,708,000	6	"	'68-'90	—	
Compound Interest Notes of 1864	162,012,140	6	"	10 d'y	-----	"	(new)	1,499,000	6	"	'77-'90	—	
Temporary Loans at 4, 5 and 6 per cent	124,561,486	6	"	"	-----	"	Tennessee—State Bonds	1,091,180	5	April & Oct.	'76-'90	76	
United States Notes (greenbacks)	402,128,318	6	"	"	-----	"	coupon	239,167	5	"	'72-'79	—	
Fractional currency	27,334,966	6	"	"	-----	"	coupon	1,706,000	6	"	'82-'89	91	
STATE SECURITIES.							Ohio—State Bonds	14,046,000	6	"	"	long	
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877 -----	"	"	Railroad Loans	1,892	6	"	"	—	
" Sterling "	648,000	5	Jan. & July.	1876 -----	"	"	Funded Interest	-----	6	Various.	'67-'83	—	
" — " "	688,000	6	"	1876 -----	"	"	War Loan	175,000	6	June & Dec.	'71-'78	68	
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868 -----	"	"	coupon	1,650,000	6	Jan. & July.	1873 97	—	
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	1878 113	"	"	coupon	21,888,398	6	May & Nov.	'84-'95	42	
" War bonds	-----	7	"	1872 -----	"	"	(sterling)	11,108,000	6	Jan. & July.	1886	—	
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	1892 -----	"	"	coupon	1,865,000	5	"	1872	—	
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	1889 -----	"	"	coupon	-----	6	"	'76-'96	—	
" — " "	434,000	5	"	1889 105	"	"	Railroad Loans	175,000	6	"	'76-'96	—	
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870 100	"	"	Funded Interest	-----	6	Various.	'67-'83	—	
" — " "	1,758,400	6	"	1870 -----	"	"	coupon	1,650,000	6	June & Dec.	'71-'78	68	
State Bonds of 1860-'79 coupon	721,198	6	"	1870 -----	"	"	coupon	20,209,000	5	Jan. & July.	1873 97	—	
" 1862-'79 "	436,000	6	"	1870 -----	"	"	coupon	6,168,000	5	"	'84-'95	42	
" 1865-'79 "	229,372	6	"	1870 -----	"	"	coupon	1,009,500	5	Jan. & July.	1886	—	
" 1870-'79 "	2,871,725	6	"	1870 -----	"	"	coupon	562,268	6	"	1890	—	
" 1877 -----	241,000	6	"	1877 -----	"	"	coupon	-----	4	Jan. & July.	1913	—	
War Loan	1,157,700	6	"	1879 -----	"	"	Baltimore—City Bonds	800,000	5	April & Oct.	'78-'79	—	
Indiana—State Bonds registered	236,000	5	Jan. & July.	1866 88	"	"	coupon	-----	5	Various.	'68-'70	110	
" War Loan	2,058,173	24	May & Nov.	1866 -----	"	"	coupon	7,846,026	5	"	'71-'75	—	
Iowa—State Certificates registered	1,225,000	5	May & Nov.	1866 98	"	"	coupon	-----	5	"	'76-'80	96	
" War Loan Bonds	300,000	7	Jan. & July.	1866 -----	"	"	coupon	305,000	5	"	'81-'86	43	
Kansas—State Bonds coupon	200,000	7	"	1877 -----	"	"	coupon	5,038,200	5	"	'87-'96	94	
Kentucky—State bonds coupon	417,000	5	"	1867 73	"	"	coupon	1,919,711	4	Jan. & July.	'66-'71	99	
Louisiana—State Bonds coupon	9,866,000	6	"	1867 90	93	"	coupon	-----	5	Jan. & July.	'72-'73	—	
" Fude de Coupons	-----	6	"	1867 90	93	"	coupon	19,024,528	6	Jan. & July.	1873 97	—	
Maine—State Certificates	532,000	6	Mar. & Sept.	1883 96	"	"	coupon	-----	5	May & Nov.	'75-'78	—	
" War Loan Bonds	4,500,000	6	Jan. & July.	1883 96	"	"	coupon	5,038,200	5	Jan. & July.	1875 97	—	
Maryland—State Bonds coupon	2,171,902	6	quarterly	var.	101	"	coupon	-----	6	May & Nov.	'75-'78	—	
" — " "	1,727,000	6	"	1870 101	"	"	coupon	5,038,200	5	Jan. & July.	1875 97	—	
" — " "	3,192,763	6	"	1890 -----	"	"	coupon	-----	6	May & Nov.	'75-'78	—	
" — " "	6,401,000	5	"	1890 -----	"	"	coupon	5,038,200	5	Jan. & July.	1875 97	—	
Massachusetts—State Script	53,000	5	June & Dec.	1868 72	"	"	coupon	-----	6	Jan. & July.	'66-'71	99	
" — " "	244,000	5	Jan. & July.	1870 74	97	"	coupon	5,038,200	5	Jan. & July.	'66-'71	99	
" — " "	375,000	5	April & Oct.	1872 74	97	"	coupon	-----	6	May & Nov.	'66-'71	99	
" — " "	220,000	5	May & Nov.	1880 74	96	"	coupon	5,038,200	5	Jan. & July.	'66-'71	99	
War Loan	6,429,000	6	"	1894 96	"	"	coupon	5,038,200	5	Jan. & July.	'66-'71	99	
Script	297,000	6	June & Dec.	1868 77	107	"	coupon	5,038,200	5	Jan. & July.	'66-'71	99	
" — " "	150,000	6	April & Oct.	1888 77	107	"	coupon	5,038,200	5	Jan. & July.	'66-'71	99	
1,024,000	6	Jan. & July.	1871 75	109	"	"	coupon	5,038,200	5	Jan. & July.	'66-'71	99	
2,030,000	6	"	1876 78	109	"	"	coupon	5,038,200	5	Jan. & July.	'66-'71	99	
1,088,000	6	"	1883 78	109	"	"	coupon	5,038,200	5	Jan. & July.	'66-'71	99	
Michigan—\$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1863 -----	"	"	coupon	5,038,200	5	Jan. & July.	'66-'71	99	
" — " "	1,760,000	6	"	1863 -----	"	"	coupon	5,038,200	5	Jan. & July.	'66-'71	99	
Renewal Loan	100,000	6	"	1873 88	100	"	coupon	5,038,200	5	Jan. & July.	'66-'71	99	
" War Loan Bonds	216,000	6	"	1878 -----	"	"	coupon	5,038,200	5	Jan. & July.	'66-'71	99	
" Bounty Bonds	700,000	6	"	1878 -----	"	"	coupon	5,038,200	5	Jan. & July.	'66-'71	99	
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867 -----	"	"	coupon	5,038,200	5	Jan. & July.	'66-'71	99	
" — " "	2,275,000	7	"	1883 -----	"	"	coupon	5,038,200	5	Jan. & July.	'66-'71	99	
Pennsylvania—Railroad Bonds	13,701,000	6	Jan. & July.	1871 89	79	"	coupon	2,232,800	6	Jan. & July.	'66-'93	93	
" — " "	3,000,000	6	"	1872 86	80	"	coupon	7,898,717	6	Jan. & July.	'66-'99	98	
" — " "	7,000,000	6	"	1872 87	81	"	coupon	1,009,700	6	Jan. & July.	Var. 93	93	
New Hampshire—State Bonds coupon	535,000	7	May & Nov.	1890 -----	"	"	coupon	1,009,700	6	Jan. & July.	1913	—	
" — " "	1,650,000	6	Jan. & July.	1867 -----	"	"	coupon	5,038,200	5	Jan. & July.	'66-'83	—	
Notes	2,806,000	8	var.	var.	var.	"	coupon	5,038,200	5	Jan. & July.	'67-'82	—	
War Loan	95,000	6	Jan. & July.	1868 96	96	"	coupon	5,038,200	5	Jan. & July.	'66-'83	—	
War Fund Bonds coupon	1,												

AMERICAN RAILROAD JOURNAL.

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RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	
1861.	160,000	179,041	184,575	181,034	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	-----	
1862.	289,400	327,269	399,870	343,408	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	-----	
1863.	504,991	408,864	388,480	394,533	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Chicago and Alton :	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464	
1862.	73,169	93,591	110,955	72,196	81,994	90,625	95,098	128,191	132,639	119,409	115,201	111,965	1,225,001	
1863.	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,678,706	
1864.	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	262,015	2,770,484	
1865.	280,503	275,283	299,063	258,480	322,278	356,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092	
1866.	210,171	207,913	304,885	270,889	333,432	-----	-----	-----	-----	-----	-----	-----	-----	
Chicago and Rock Island :	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050	
1862.	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,596	1,428,439	
1863.	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267	
1864.	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,087	3,095,470	
1865.	305,554	246,351	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,973	201,779	3,313,514	
1866.	241,395	183,385	257,230	197,836	264,605	-----	-----	-----	-----	-----	-----	-----	-----	
Chicago and Northwestern :	1863.	-----	-----	-----	-----	366,100	281,834	296,169	473,186	551,122	435,045	407,688	2,811,644	
1864.	273,876	317,839	390,385	421,363	466,830	565,145	480,710	519,306	689,605	729,759	716,378	563,400	6,114,566	
1865.	541,005	482,164	499,296	468,358	585,623	747,942	702,681	767,508	946,707	921,888	749,191	546,609	7,988,980	
1866.	523,566	405,034	523,744	518,736	735,082	-----	-----	-----	-----	-----	-----	-----	-----	
Chicago and Great Eastern :	1861.	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25,461	211,077
1862.	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,981	37,440	328,666	
1863.	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	60,896	528,364	-----	
1864.	47,393	56,565	67,822	61,812	59,182	58,178	58,458	87,037	97,876	94,543	78,111	850,495	-----	
1865.	77,787	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821	
1866.	90,415	79,430	111,102	107,072	108,973	-----	-----	-----	-----	-----	-----	-----	-----	
Erie :	1861.	404,507	391,932	458,560	547,174	506,610	420,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862.	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,138	902,906	963,859	8,400,334	
1863.	845,693	859,949	946,445	948,059	848,783	770,148	731,243	687,092	816,301	966,294	1,024,649	1,036,321	10,469,481	
1864.	984,837	984,133	1,114,508	1,099,507	1,072,268	1,041,975	994,317	1,106,364	1,301,005	1,222,568	1,224,909	1,334,217	13,420,643	
1865.	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,458,689	1,522,472	1,429,765	15,434,775	
1866. including Buffalo Division.	1,187,188	983,855	1,070,434	1,185,295	1,001,688	-----	-----	-----	-----	-----	-----	-----	-----	
Illinois Central :	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,809,612	
1862.	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,788	414,543	410,338	372,593	359,463	2,445,827	
1863.	299,944	271,085	257,643	289,224	324,687	407,992	343,929	511,305	475,576	496,433	437,679	424,531	4,571,028	
1864.	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,403	6,829,447	
1865.	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,559	643,987	518,088	7,181,208	
1866.	582,823	512,628	516,822	406,773	507,830	-----	-----	-----	-----	-----	-----	-----	-----	
Marietta and Cincinnati :	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218	
1863.	38,203	53,778	60,540	64,308	35,326	40,706	58,704	52,864	77,112	88,059	76,764	68,863	710,225	
1864.	77,010	74,409	89,901	72,389	83,963	78,697	91,809	90,972	98,078	93,546	96,908	95,453	1,058,165	
1865.	96,672	87,791	98,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	106,767	1,224,058	
1866.	90,071	84,318	82,910	82,722	95,664	-----	-----	-----	-----	-----	-----	-----	-----	
Milwaukee and Prairie du Chien :	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,728	177,879	130,184	67,990	1,163,407	
1862.	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,836	1,163,734	
1863.	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,288	
1864.	102,749	115,135	88,221	140,418	186,747	212,269	189,547	113,399	168,218	178,528	149,099	117,013	1,711,281	
1865.	98,184	74,283	70,740	106,689	146,943	224,888	217,160	170,565	228,020	310,595	226,840	110,664	1,985,712	
1866.	121,776	84,897	72,135	108,082	267,488	-----	-----	-----	-----	-----	-----	-----	-----	
Michigan Southern & Northern Indiana :	140,925	116,938	153,170	186,951	170,362	161,391	126,568	178,773	235,690	276,181	231,265	189,077	2,189,077	
1862.	163,152	153,728	157,500	193,120	200,826	181,983	180,916	226,819	276,109	325,818	305,284	279,539	2,647,833	
1863.	248,784	230,508	557,227	268,613	264,985	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541	
1864.	256,600	304,445	328,484	330,651	267,128	315,258	273,891	358,862	402,219	407,107	448,664	411,806	4,120,158	
1865.	363,996	366,361	413,974	365,180	351,489	387,095	301,813	418,575	468,808	452,700	495,072	351,799	4,826,722	
1866.	312,846	277,234	412,393	409,427	426,493	-----	-----	-----	-----	-----	-----	-----	-----	
Michigan Central :	142,334	119,764	151,671	172,614	149,550	133,820	123,377	144,982	236,846	307,333	242,089	200,184	2,124,814	
1862.	230,159	159,653	151,902	175,696	186,039	174,002	172,189	216,624	259,566	322,369	307,474	258,634	2,650,702	
1863.	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,188	375,488	338,794	306,186	3,108,055	
1864.	252,435	278,848	348,802	388,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946	
1865.	306,324	279,137	344,228	327,241	401,456	365,663	329,105	415,501	460,681	477,670	328,869	4,504,549	-----	
1866.	282,438	265,796	337,158	343,787	365,196	-----	-----	-----	-----	-----	-----	-----	-----	
Milwaukee and St. Paul :	51,965	46,474	64,993	83,202	131,648	128,970	99,662	86,482	164,710	221,688	195,135	129,227	1,402,106	
1865.	98,181	86,528	96,905	106,249	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,031	
1866.	131,707	122,621	124,175	121,904	246,511	-----	-----	-----	-----	-----	-----	-----	-----	
New York Central :	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783	
1862.	749,163	631,95												

AMERICAN RAILROAD BOND LIST.

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Description.	Amount	Interest	Interest.				Description.	Amount	Interest	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
Alabama and Florida:													
Mortgage	\$300,000	7			1867								
Convert. (guar. by Dir.)	150,000	7			1863								
Alabama and Tenn. Rivers:													
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872								
2d Mortgage	225,705	8			1864								
Albany and Susquehanna:													
Mortgage	1,016,739	7	April & Oct.	Albany.	1883								
Allegheny Valley:													
1st Mortgage	395,000	7	April & Oct.	Pittsburg.	1891								
Atlantic and Gt. Western:													
1st Mortgage, N. Y. Division	1,014,000	7	April & Oct.	London.	1879	80							
2d Mortgage,	800,000	7	" "		1881	75							
1st Mortgage, Penn.	2,500,000	7	" "		1877	81							
2d Mortgage,	1,000,000	7	" "		1882	77							
1st Mortgage, Franklin Branch	528,000	7			1882								
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85							
2d Mortgage,	4,000,000	7	Jan. & July.	" "	1883	93							
1st Mortgage, Buffalo Extension	2,000,000	7			1884								
1st Mortgage, Silver Creek	300,000	7			1884								
Consolidated Bonds	12,858,000	7			London.	1890							
Atlanta and St. Lawrence:													
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92							
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96							
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&B.	'68-'70								
Baltimore and Ohio:													
Maryland Sterling Bds of 1833.	3,000,000	5	Ja. Ap. Ju.Oc.	London.	1838								
Mortgage Coupon	2,391,500	6	April & Oct.	Baltimore.	1885	94							
" "	676,000	5	Jan. & July.	"	1880								
" "	1,086,000	6	Jan. & July.	"	1875	95							
" "	980,084	6	Ja. Ap. Ju.Oc.	"	1867	98							
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	92							
Bay de Noquet and Marquette:													
Income	100,000	8	April & Oct.	Boston.	1870								
Bellefontaine and Indiana:													
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101							
1st Mortgage extended	422,000	7	" "	"	1870-99								
2d Mortgage	116,000	7	" "		1870								
Income bonds	87,000				1870								
Belvidere Delaware:													
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96							
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96							
3d Mortgage (do.)	580,500	6	Feb. & Aug.	"	1877	101							
Boston Concord and Montreal:													
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865								
1st Mortgage	300,000	7	" "	New York.	1865								
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870								
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90							
Sinking Fund	336,000	6	" "	Boston.	1889	100							
Boston and Lowell:													
Mortgage	440,000	6	Jan. & July.	Boston.	1873	99							
" "	200,000	6			1879	97							
Buffalo, New York and Erie:													
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	97							
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	103							
Buffalo and State Line:													
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101							
Income (" in '90, " in '72)	200,000	7	Jan. & July.	"	var.								
Special Erie and North East	149,000	7	" "	"	'61-'70								
Burlington and Missouri:													
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893								
Cairo and Fulton (Mo.):													
State (Mo.) Loan	650,000	6											
Camden and Amboy:													
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880								
American Loan	63,000	6	"	New York.	1884								
Loan for \$500,000	229,700	6	"	"	1867	99							
" "	423,680	6	"	"	1870	89							
" "	675,000	6	"	"	1875	89							
" "	\$1,700,000	6	"	"	1883	90							
" "	867,000	6	"	"	1889	90							
Consolid. Mort. Loan \$5,000,000	4,269,400	6	"	"	1899	94							
Camden and Atlantic:													
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	85							
Otawawissa:													
1st Mortgage	270,000	7	May & Nov.	Philadelphia.	1882								
Oayuga and Susquehanna:													
1st Mortgage	300,000	7	Jan. & July.	New York.	1865								
Central of New Jersey:													
1st Mortgage	909,000	7	Feb. & Aug.	New York.	1870	100							
2d Mortgage	600,000	7	May & Nov.	"	1876								
Central Ohio:													
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	79							
1st Mortgage E. Div.	300,000	7	Feb. & Aug.	"	1865	94							
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101							
3d Mortgage (S. F.)	950,000	7	" "	"	1885	85							
4th Mortgage (S. F.)	1,385,800	7	" "	"	1875	50							
Income	1,192,200	7	Jan. & July.	"	'67-'90								
Charleston and Savannah:													
1st Mortgage (endorsed)	510,000	6											
2d Mortgage	1,000,000	7											
Cheshire:													
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92							
Chicago, Burlington & Quincy:													
Trust Mort. S. F., convertible	487,000	8	Jan. & July.	New York.	1883	112							
" " inconvertible	3,167,000	8	" "	"	1883								
Plain Bonds, dated Sept. 20, 1880	680,000	7	March & Sept.	"	1890								
2d Mortgage, inconvertible	941,000	4	July.	Frankfort o.M.	1890								
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867								
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	"	1868								
" " Plain	6,000	8	March & Sept.	"	1876								
Chicago and Alton.													
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	97							
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93							
Income Bonds	1,100,000	7	May & Nov.	"	1883	854							

AMERICAN RAILROAD BOND LIST.

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Description.	Amount	Interest.	Interest.			Description.	Amount	Interest.	Interest.			
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.: Internal Improvement (State) - Free Land, 2d Mortgage-----	\$300,000	7	-----	-----	1891	98	Memphis and Charleston State [Tenn.] Loan-----	\$1,100,000	6	-----	1880	-----
Galena and Chicago Union: 1st Mortgage Cc upon-----	200,000	8	-----	-----	1891	98	1st Mortgage-----	1,800,000	7	-----	-----	-----
Elgin and State Line-----	1,963,000	7	Feb. & Aug.	New York.	1882	98	1st Mortgage Sterling-----	\$467,489	6	Jan. & July.	London.	1872
2d Mortgage (S. F.) Coupon-----	1,086,000	7	May & Nov.	"	1875	95	1st Mortgage Stg (convertible)-----	500,000	8	March & Sept.	"	1869
Mississippi River Bridge-----	189,000	7	Jan. & July.	"	1879	-----	1st Mortgage (convert.) Dollar-----	2,940,500	8	"	N.Y. & Boston	106
Great Western, Ill.: 1st Mortgage Western Division-----	200,000	7	Jan. & July.	"	1884	-----	1st Mortgage (convert.) Dollar-----	267,000	8	April & Oct.	"	1882
" Eastern"-----	1,030,000	10	April & Oct.	New York.	1883	106	1st Mortgage (S. F.) convertible-----	4,330,500	8	"	"	108
Hannibal and St. Joseph: Missouri State Loan (1st lien)-----	2,350,000	7	Feb. & Aug.	"	1866	102	Mich. Southern and N'n Indiana: Northern Indiana, 1st-----	4,000	7	Feb. & Aug.	New York.	1861
Land Security-----	3,000,000	6	Jan. & July.	New York.	1873-78	78	Erie and Kalamazoo-----	37,000	7	March & Sept.	"	1862
Convertible Bonds-----	3,344,600	7	April & Oct.	"	1881	92	Northern Indiana, Plain-----	1,000	7	Feb. & Aug.	"	1863
Harrisburg and Lancaster: New Dollar Bonds-----	822,000	7	Jan. & July.	"	1883	97	Goshen Air Line-----	651,000	7	"	"	1868
Harford and New Haven: 1st Mortgage-----	661,000	6	Jan. & July.	Philadelphia.	1883	100	Detroit and Toledo-----	734,000	7	"	"	1876
Houstonian: 1st Mortgage-----	927,000	6	Feb. & Aug.	New York.	1883	99	1st General Mortgage (S. F.)-----	4,855,000	7	May & Nov.	"	1885
Houston and Texas Central: State (1st Lien) Loan-----	202,500	6	Jan. & July.	Bridgeport.	1877	-----	2d General Mortgage-----	2,253,500	7	"	"	90
Mortgage-----	210,000	7	-----	-----	1860	-----	Milwaukee and St. Paul: 1st Mortgage-----	4,800,000	7	Feb. & Aug.	New York.	1863
Hudson River: 1st Mortgage-----	125,000	7	-----	-----	1860	-----	2d Mortgage-----	1,500,000	7	April & Oct.	"	1894
1st Mortgage (S. F.)-----	4,000,000	7	Feb. & Aug.	New York.	69-70	102	Real Estate Depot-----	2,400,000	7	-----	1874	-----
2d Mortgage (S. F.)-----	2,000,000	7	June & Dec.	"	1885	105	Milwaukee and Prairie du Chien: 1st Mortgage (coupon)-----	402,000	7	Jan. & July.	New York.	1891
3d Mortgage-----	1,840,000	7	May & Nov.	"	1875	104	Minnesota and Pacific: Real Estate -----	1,200,000	7	Jan. & July.	-----	1892
Convertible-----	1,002,000	7	"	"	1887	97	Mississippi Central: 1st Mortgage-----	1,007,363	7	-----	-----	-----
Illinois Central: Optional Right Bonds-----	32,000	7	Jan. & July.	New York.	1868	-----	Mississippi Central and Tenn.: State (Tenn.) Loan-----	529,000	6	-----	-----	-----
Construction-----	6,837,000	7	April & Oct.	London.	1875	-----	Mississippi and Missouri: 1st Mortgage (convertible)-----	1,000,000	7	-----	New York.	-----
Construction-----	2,896,500	6	"	New York.	1875	104	2d Mortgage (S. F.)-----	400,000	8	"	"	-----
Redemption bonds-----	2,568,000	6	"	"	1890	-----	Oskaloosa Division-----	688,566	7	Jan. & July.	"	1875
Indiana Central: 1st Mortgage (convertible)-----	600,000	7	Jan. & July.	New York.	1866	-----	1st Land Grant-----	3,612,000	7	"	"	55
2d Mortgage-----	264,000	10	"	-----	-----	2d Land Grant-----	691,000	-----	Income Bonds-----	513,300	-----	
Income-----	20,500	-----	-----	-----	-----	Mississippi and Tennessee: Tennessee State Loan-----	98,000	6	-----	-----	1885	
Indianapolis and Cincinnati: 1st Mortgage-----	500,000	7	Jan. & July.	Ne York.	1866	106	Mississippi State Loan-----	202,099	6	-----	-----	-----
2d Mortgage-----	400,000	7	"	"	1862	100	1st Mortgage-----	171,000	7	-----	1876	-----
Real Estate Mortgage-----	200,000	7	-----	-----	1858	68	Mobile and Ohio: City (Mobile) Tax Loan-----	400,000	6	-----	-----	-----
Ind. Pittsburg and Cleveland: 1st Mortgage-----	650,000	7	Jan. & July.	New York.	1870	-----	Tennessee State Loan-----	674,860	6	-----	-----	-----
2d Mortgage-----	347,000	7	"	"	-----	Alabama State Loan-----	388,410	6	-----	-----	-----	
Indianapolis and Madison: Mortgage-----	640,000	7	May & Nov.	New York.	1881	100	Income-----	1,508,070	8	Jan. & July.	New York.	181-87
Jeffersonville: 1st Mortgage-----	187,000	7	March & Sept.	New York.	1861	75	Sterling-----	878,038	6	-----	1883	-----
2d Mortgage-----	392,000	7	April & Oct.	"	1873	70	Mississippi State Loan-----	200,970	6	-----	-----	-----
Joliet and Chicago: 1st Mortgage (S. F.)-----	500,000	8	April & Oct.	New York.	1883	-----	Montgomery and West Point: Alabama State Loan-----	122,622	-----	-----	-----	-----
Joliet and N. Indiana: 1st Mortgage (guar.)-----	800,000	8	Jan. & July.	New York.	1874	-----	Mortgage (due 1860, '63 and '65)-----	350,000	6	-----	var.	-----
Kennebunk and Portland: 1st Mortgage (City and Town)-----	900,000	6	April & Oct.	Boston.	1870	-----	Mortgage-----	450,000	8	-----	1866	-----
2d Mortgage-----	230,000	6	"	Augusta.	1861	-----	Morris and Essex: 1st Mortgage (S. F.)-----	3,500,000	7	May & Nov.	New York.	1815
Kentucky Centr. (Cov. and Lex.): 1st Mortgage-----	160,000	6	-----	-----	2d Mortgage-----	249,000	7	-----	-----	91		
2d Mortgage (convertible)-----	260,000	7	-----	-----	3rd Mortgage-----	1,500,000	7	Semi-ann'ly.	New York.	-----		
Guaranteed by Covington-----	1,000,000	7	-----	-----	4th Mortgage-----	231,000	7	-----	-----	100		
Cincinnati (exchanged)-----	600,000	7	-----	-----	5th Mortgage-----	72,800	6	March & Sept.	New London.	1871		
La Crosse, Viroqua & Mineral Pt.: 1st Mortgage-----	200,000	6	-----	-----	6th Mortgage-----	500,000	5	-----	-----	100		
Lehigh Valley: 1st Mortgage-----	4,000,000	7	June & Dec.	New York.	1888	-----	7th Mortgage-----	641,000	6	-----	-----	-----
La Crosse and Milwaukee: 1st Mortgage (Eastern Div.)-----	1,477,000	6	May & Nov.	Philadelphia.	1873	92	8th Mortgage-----	1,500,000	5	-----	-----	-----
Lackawanna and Bloomsburg: 1st Mortgage-----	875,000	7	May & Nov.	Milwaukee.	1872	-----	9th Mortgage-----	566,000	8	-----	-----	-----
Lexington and Frankfort: Mortgage, due 1869 and '74-----	2,024,578	7	Jan. & July.	Philadelphia.	1881	-----	10th Mortgage-----	2,235,000	6	-----	-----	-----
Little Miami: Mortgage (coupon)-----	79,000	8	-----	Lexington.	1899-74	-----	11th Mortgage-----	200,000	6	Jan. & July.	New Haven.	1868
Long Island: State Loan (S. F.)-----	1,200,000	6	May & Nov.	New York.	1883	100	12th Mortgage-----	116,000	6	May & Nov.	"	1878
Extension Bonds-----	100,000	5	Jan. & July.	New York.	1876	90	13th Mortgage-----	200,000	6	Jan. & July.	New Haven.	1869
Long Dock Co.: Mortgage Bonds-----	500,000	6	"	"	1870	90	14th Mortgage-----	116,000	6	May & Nov.	"	1884
Louisville and Frankfort: Louisville Loan-----	175,000	7	May & Nov.	"	1890	110	15th Mortgage-----	239,000	7	Feb. & Aug.	"	1876
1st Mortgage-----	2,007,000	7	June & Dec.	New York.	1882	110	16th Mortgage-----	2,925,000	6	June & Dec.	New York.	1886
1st Mortgage-----	100,000	5	Jan. & July.	New York.	1881	-----	17th Mortgage-----	6,680,120	6	May & Nov.	New York.	1883
Lebanon Branch 1st Mortgage-----	1,765,000	7	Feb. & Aug.	"	1886	-----	18th Mortgage-----	100,000	7	-----	-----	-----
Memphis Branch 1st Mortgage-----	21,000	7	-----	-----	189-75	-----	19th Mortgage-----	1,398,000	7	Feb. & Aug.	"	1876
Maine Central: Loan \$1,100,000-----	1,092,900	6	-----	-----	20th Mortgage-----	634,000	6	May & Nov.	"	"	91	
Loan \$400,000-----	314,100	6	-----	-----	21st Mortgage-----	78,000	6	"	"	"	91	
McMinnville and Manchester: State (Tenn.)-----	372,000	6	-----	-----	22nd Mortgage-----	185,000	6	"	"	"	87	
1st Mortgage-----	24,000	7	-----	-----	23rd Mortgage-----	192,778	7	var.	"	"	86	
Marietta and Cincinnati: 1st Mortgage Bonds-----	10,000	6	-----	-----	24th Mortgage-----	45,550	6	"	"	"	83	
Scioto & Hocking Val. R. mort.-----	1,691,298	7	Feb. & Aug.	New York.	1891	78	25th Mortgage-----	2,399,000	7	Feb. & Aug.	"	1876
Memphis, Clarkesv. and Louisv. State (Tenn.) Loan-----	1,000,000	7	"	"	26th Mortgage-----	2,925,000	6	June & Dec.	"	"	104	
Memphis and Ohio: State (Tenn.) Loan-----	910,000	6	-----	-----	27th Mortgage-----	186,400	7	Jan. & July.	"	"	87	
State (Tenn.) Loan-----	1,340,000	6	-----	-----	28th Mortgage-----	3,816,562	7	-----	London.	1875	-----	
New York and Harlem: 1st Mortgage-----	3,000,000	7	-----	-----	29th Mortgage-----	3,000,000	7	May & Nov.	New York.	1867	99	
Consolidated-----	4,000,000	7	-----	-----	30th Mortgage-----	1,000,000	7	March & Sept.	"	1879	102	
3d Mortgage-----	6,000,000	7	-----	-----	31st Mortgage-----	4,441,000	7	April & Oct.	"	1880	93	
4th Mortgage-----	7,000,000	7	-----	-----	32nd Mortgage-----	926,500	7	June & Dec.	"	1888	95	
5th Mortgage-----	8,000,000	7	-----	-----	33rd Mortgage-----	186,400	7	Jan. & July.	"	1891	-----	
Buffalo Branch-----	9,000,000	7	-----	-----	34th Mortgage-----	247,000	6	Feb. & Aug.	New York.	1875	-----	
Sterling Bonds-----	10,000,000	7	-----	-----	35th Mortgage-----	247,000	6	Feb. & Aug.	New York.	1875-78	-----	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.			Due.	Price	Description	Amount	Interest	Interest.			Due.	Price
			When payable.	Where payable.	Due.						When payable.	Where payable.	Due.		
North Carolina:								Racine and Mississippi:	\$680,000	8					
Mortgage Loan	\$350,000	8	Mar. & Sept.		1867			1st Mortgage (Eastern Division)	757,000	8					
North-Eastern (S. C.):								1st Mortgage (Western Division)	"	"	New York	"			
1st Mortgage	700,000							Raleigh and Gaston:	100,000						
2d Mortgage	224,500							Coupon							
Northern Central:								Richmond and Danville:							
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore	1866	86		State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York	'87-'88		
Md. State Loan (Irredeemable)	1,500,000	6	"	"				Guaranteed by State	200,000	7	April & Oct.	Richmond	1875		
York and Cumberland 1st Mort.	175,000	6	May & Nov.		1870	102		Mortgage (Coupon)	82,000	7	Feb. & Aug.	"	1875		
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871			Mortgage (Registered)	504,000						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	91		Richmond, Fred. and Potomac:	324,006	6					
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84		Sterling (£87,000)							
North Missouri:								Richmond and Petersburg:	159,000						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York	'72-'87	90		Coupon							
North Pennsylvania:								Rutland and Burlington:							
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	90		1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1863	65	
Chattel Mortgage	360,000	10	"	"	1887	113		2d Mortgage	937,500	7	"	"	1863	40	
Northern (N. H.):								3d Mortgage	440,000	7	"	"	1863	1	
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston	1874	92		Sacramento Valley:							
Norwich and Worcester:								1st Mortgage	400,000	10	Jan. & July.	New York	1875		
Mass. State Loan	400,000	6	Jan. & July.	Boston	1877			2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881		
Bonds for Dividend Scrip	50,000	7	"	New York	'64-'74			Sandusky, Dayton and Cincinnati:							
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70			1st Mortgage	920,000	7	Feb. & Aug.		1900	67	
Ohio and Mississippi:								2d Mortgage	77,000	7					
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York	1872	87		3d Mortgage	201,500	7					
1st Mortgage—Western	850,000	7	"	"	1872			Six per cents	75,593	6					
2d Mortgage—Western	750,000	7	"	"	1874			Sand'sky, Mansfield and N'wark:							
Orange and Alexandria:								1st Mortgage	1,290,000	7	Jan. & July.	New York	1866	30	
1st Mortgage	400,000	6	May & Nov.	New York	1866			Saratoga and Whitehall:							
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875			1st Mortgage	250,000	7	April & Oct.	New York	1858		
2d Extension	600,000	8	May & Nov.	"	1873			1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1866		
Ogdensburg & Lake Champlain:								Seaboard and Roanoke:							
1st Mortgage	1,494,000	7	April & Oct.	Boston	1869			1st Mortgage	300,000	7					
2d Mortgage (now stock)								3d Mortgage	75,000	7					
Oswego and Syracuse:								South Carolina:							
1st Mortgage	225,000	7	Jan. & July.	Oswego	'70-'80			State Loan	187,000	5					
Pacific (Mo.):								Domestic Bonds	650,000	5					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York	'71-'87	78		Sterling	234,000	5					
State Loan (S. W. Branch)	1,268,000	6	"	"	'87-'89			Southern Mississippi:	2,000,000	5	Jan. & July.	London	1866		
Construction Main Line	1,314,000	7	"	"	"			1st Mortgage	500,000						
" S. W. Branch	3,232,000	7	"	"	"			South-Western (Ga.):	631,000						
St. Louis County bonds	13,000	7	"	"	"			1st Mortgage							
Panama:								Steubenville and Ind. (P. C. and C.):							
1st Mortgage Sterling	416,000	7	April & Oct.	London	1870	101		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870		
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875			St. Louis and Iron Mountain:							
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872			State (Mo.) Aid							
Peninsula:								St. Louis City Subscription							
1st Mortgage	1,029,000	7	March & Sept.	New York	1898	75		St. Louis and Erie:							
Pennsylvania:								1st Mort. (Sunbury to W'msp't)							
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia	1880	100		Mortgage (half to State)							
2d Mortgage	2,021,000	6	April & Oct.	"	1875	98		1st Mortgage Coupon							
2d Mortgage Sterling	2,283,840	6	"	London	1875			St. Louis, Alton & Terre Haute:							
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg	1894	106		1st Mortgage	1,100,000	7	Jan. & July.	New York	1894	90	
Penobscot and Kennebec:								2d Mortgage	1,100,000	7	April & Oct.	"	1894		
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston	'74-'75			3d Mortgage	1,400,000	7	Feb. & Aug.	"	1894		
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	"	1876			4th Mortgage	1,400,000	7	May & Nov.	"	1894		
Peoria and Oquawka:								5th Mortgage	1,700,000	7	"	"	"		
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York	1862			Toledo, Peoria & Warsaw:							
1st Mortg. (Ext.) convertible	500,000	8	June & Dec.	"	1873			1st Mortgage	1,800,000	7	June & Dec.	New York	1894		
Potowm'g and Lynchbg'g (S. Side):								Terre Haute and Richmond:	60,000	7	March & Sept.	New York	1886		
State (Va.) Loan (S. F.):	800,000	7						1st Mortgage (convertible)							
1st Mortgage (1859-'70-'75)	265,000							Toledo and Wabash:							
3d Mortgage (1862-'70-'72)	378,000	6						1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York	1865	90	
Special Mortgage (1865-'68)	175,000	6						2d M. (Toledo and Wabash)	2,500,000	7	"	"	1865		
Last Mortgage (1861 to 1869)	132,500	8						2d M. (Wabash and Western)	1,000,000	7	May & Nov.	"	1878	74	
Phila., German'n and Norrist'n:								Sinking Fund Bonds	1,500,000	7	"	"	"		
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia	1865	106		Equipment bonds	152,255	7					
Convertible Loan	292,500	6	"	"	1885	119		600,000	7						
Philadelphia and Reading:								Vermont Central:							
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia	1867			1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston	1861	100	
" 1836,	182,400	5	"	"	1880			2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	94	
" 1849,	2,696,600	6	April & Oct.	"	1870	93		Vermont and Massachusetts:							
" 1861,	106,000	6	Jan. & July.	"	1871	96		Mortgage Bonds	550,000	7	Jan. & July.	Boston	1883	93	
" 1843,	1,025,800	6	"	"	1880	90		Virginia Central:							
" 1844,	804,000	6	"	"	1880	90		1st Mortgage	100,000	6	Jan. & July.	New York	1880		
" 1849,	101,000	6	"	"	1880	90		2d Mortgage	198,000	5	"	"	1872		
" 1850,	67,000	6	"	"	1880	90		Mortgage (coupons)	920,000	6	"	"	1884		
" 1857, (convertible)	415,500	6	"	"	1886	103		Virginia and Tennessee:							
" 1856,	80,000	7	"	"	1886			State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond	1887		
Bonds and mort. on Real Estate	536,362							1st Mortgage	500,000	6	"	"	1872		
Phila., Wilmington and Baltimore:								2d Mortgage	1,000,000	6	"	"	1884		
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia	1884	116		Warren (N. J.):							
Pittsburg and Connellsville:								1st Mortgage	600,000	7	Feb. & Aug.	New York	1875		
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York	1889	74		2d Mortgage	60,000	7	April & Oct.	New York	1880	87	
Pittsbg', Pa. Wayne and Chicago:								3d Mortgage	25,000	7	Jan. & July.	Chester	1871	70	
1st Mortgage (series A):	875,000	7	Jan. & July.	New York	1912	101		Watertown and Rome:							
" (series B):	875,000	7	Feb. & Aug.	"	1912	115		1st Mortgage	800,000	7	March & Sept.	New York	1880	107	
" (series C):	875,000	7	Mar. & Sept.	"	1912	114		2d Mortgage	4,319,520	5	April & Oct.	London	'68-'71		
" (series D):	875,000	7	April & Oct.	"	1912	114		Dollar Bonds	950,000	6	"	"	1875	96	
" (series E):	875,000	7	May & Nov.	"	1912	114		Albany City Bonds	1,000,000	6	Jan. & July.	Boston	1875	98	
" (series F):	875,														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.							
	Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Cars.	Road in progress or projected.	M.	M.	No.	Engines.	Passenger.	Freight, etc.	Railroad and Appurtenances.	Property and Assets.	Liabilities.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of			
						M.	M.	No.	No.	No.	No.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	M.	M.		p. c.				
Companies.																								
20 Jun. '60	65.0	—	—	50.6	Alabama and Florida	1,451,936	*	—	877,953	503,500	106,255	1,515,704	54.0	101,102	37,886	—	—	—	—	—	—	—		
22 Feb. '59	30.3	—	—	58.1	Alabama and Mississippi	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	55,791	31,852	—	—	—	—	—	—	—		
21 May '60	104.6	—	—	57.8	Ala. and Tennessee Rivers	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	207,626	111,232	—	—	—	—	—	—	—		
30 Jun. '59	57.0	—	—	171.3	Mobile and Girard	1,500,000	*	—	—	—	—	—	—	—	57.0	236,701	76,773	21,006	—	—	—	—		
1 May. '61	469.3	13.5	—	49.4	Mobile and Ohio	12,000,000	*	—	—	—	—	—	—	—	—	—	—	1,402,858	696,370	—	—			
29 Feb. '60	28.5	28.4	—	23	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	505,156	200,269	6	—	—	—	—	—	—		
3 Nov. '55	38.5	—	—	107.5	Memphis and Little Rock	553,877	*	—	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—	—	—	—		
30 Dec. '60	22.5	—	—	—	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	230,251	104,564	—	—	—	—	—	—	—	—	
CONNECTICUT.																								
31 July '64	23.8	—	—	1.9	Danbury and Norwalk	346,299	66,483	—	347,060	96,000	731	—	23.8	53,325	89,470	46,029	7	—	—	—	—	—		
11 Jan. '65	122.4	—	—	17.0	Hartford, Prov. and New Haven	3,902,556	302,511	—	2,983,940	1,936,740	—	122.4	317,844	517,808	134,509	—	—	—	—	—	—	—		
31 Aug. '65	61.6	13.6	66.2	22	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,664,333	75.2	453,228	1,459,711	413,528	12	170	—	—	—	—	—	
31 Dec. '65	74.0	—	8.9	10	Housatonic	2,493,775	*	347,819	2,000,000	225,500	158,848	2,787,594	124.0	192,980	475,095	65,463	—	—	—	—	—	—	—	
31 Dec. '64	57.0	—	1.3	8	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	—	145,655	360,167	140,391	16	—	—	—	—	—	—	—	
28 Feb. '65	50.0	—	2.6	8	N. Haven, N. London and Ston.	1,454,040	*	—	1,010,000	650,000	—	—	62.0	161,182	274,887	loss.	—	—	—	—	—	—	117	
30 Nov. '64	84.8	5.8	9.5	3	New Haven and Northampton	2,536,485	41,560	—	10,007	700,000	132,814	18,746	871,742	86.0	202,557	306,766	53,204	8	85	—	—	—	—	
31 Dec. '65	66.0	20.0	5.9	14.0	New London Northern	861,135	*	—	—	—	—	140,785	8,081,181	117.4	652,755	1,982,213	549,834	9	110	—	—	—	—	
31 Mar. '66	61.3	1.0	63.8	34	New York and New Haven	4,656,302	970,220	855,456	5,000,000	2,000,000	—	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	101	—	—	—	—
30 Nov. '65	59.4	7.0	8.2	18	Norwich and Worcester	2,463,983	149,711	948,986	2,363,000	—	—	—	—	—	—	—	—	—	—	—	—	—		
DELAWARE.																								
31 Oct. '60	84.3	—	10.7	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—	—	—	—	—		
31 Oct. '62	16.2	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	—	27,288	10,290	9	—	—	—	—	—	—	
FLORIDA.																								
30 Apr. '60	184.2	—	150	—	Florida	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	—	7,857	—	8,535	—	—	—	—	—		
31 Dec. '62	59.9	5.0	—	—	Florida and Alabama	—	—	—	—	—	—	—	—	—	25.4	—	—	—	—	—	—	—		
31 Dec. '62	100.0	3.9	10.0	153.5	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
GEORGIA.																								
26 Jun. '60	86.7	—	16	7	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	—	418,036	265,827	8	125	—	—	—	—	—	
31 Dec. '60	92.6	8.7	70.9	—	Atlanta and Gulf—M. Trunk	—	—	—	733,700	129,500	—	—	30.0	—	—	—	—	—	—	—	—	—		
31 Dec. '60	63.0	—	—	—	Augusta and Savannah	1,032,200	*	—	151,887	—	—	—	53.0	—	168,988	95,612	—	—	—	—	—	—		
30 Apr. '60	43.5	—	23.7	—	Brunswick and Florida	755,000	—	—	4,386,800	—	—	—	—	—	—	—	—	—	—	—	—			
30 Nov. '60	191.0	—	53	62	Central of Georgia (and Bank)	4,366,800	—	—	4,156,000	312,500	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—						
31 Mar. '60	171.0	61.0	—	—	Georgia (and Bank)	1,008,650	—	—	1,500,000	—	—	8,123,343	232.0	1,159,188	528,043	8	100	—	—	—	—	—		
30 Nov. '60	102.5	—	19	16	Macon and Western	—	—	—	—	12,296	1,668,976	102.5	226,241	404,618	212,676	19	72	—	—	—	—	—		
31 July '59	50.0	—	7	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	—	202,714	110,616	8	—	—	—	—	—		
1 May. '58	68.1	—	3	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	—	—	—	—	—	—	—	—	—		
31 July '60	106.1	100.8	18.2	18	South Western	8,770,425	—	—	2,921,900	396,500	19,913	8,822,913	228.8	—	—	—	—	—	—	—	—	—		
20 Sep. '55	138.0	—	52	24	Western and Atlantic	5,901,497	—	—	—	—	—	—	138.0	—	—	—	—	—	—	—	—	—		
ILLINOIS.																								
31 Dec. '65	280.0	—	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	8,540,092	1,832,517	81	961	—	—	—	—	—	
30 Apr. '65	317.0	83.0	47.0	—	Chic., Burlington and Quincy	12,537,020	2,518,232	1,306,247	8,376,510	524,969	525,259	16,404,205	400.0	1,963,105	5,728,910	1,752,273	20	117	—	—	—	—	—	
31 May. '65	242.0	68.0	—	154	Chicago and Northwestern	37,323,791	—	2,356,660	26,155,641	12,020,483	825,898	68,690,452	—	820,750	1,802,272	304	—	—	—	—	—	—		
31 Mar. '66	181.8	—	71	205	Chicago and Rock Island	8,050,125	—	2,265,632	6,500,000	—	—	10,315,764	224.4	1,234,551	8,154,238	1,442,781	10	93	—	—	—	—	—	
31 May. '65	174.5	5.8	14.3	21	Great Western	4,030,561	—	—	1,445,561	2,350,000	—	4,214,342	180.0	—	3,774,747	—	—	—	—	—	—	—		
31 Dec. '65	454.8	252.5	112	16	Illinois Central	30,529,844	525,000	92,307	3,104,654	1,600,000	114,962	4,970,931	111.0	224,563	680,333	656,827	120	124	—	—	—	—	—	
31 Dec. '65	118.0	—	12	23	Toledo, Peoria & Warsaw	4,353,624	—	—	—	4,000,000	6,700,000	—	10,700,000	200.0	—	2,084,074	503,767	34	—	—	—	—	—	
INDIANA.																								
31 Aug. '65	224.0	—	41	23	Chicago and Great Eastern	2,312,344	288,255	125,587	1,240,000	4,562	2,726,187	182.0	246,145	559,128	240,720	—	—	—	—	—	—	—		
31 Dec. '62	62.2	72.4	14	10	Evansville and Crawfordsville	1,667,039	274,081	26,641	611,050	15,900	2,102,761	109.0	—	442,893	158,641	—	—	—	—	—	—	—		
31 Dec. '62	89.8	20.2	23	19	Indiana Central	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	4,548,108	110.0	—	448,858	230,834	9	70	—	—	—	—	—	
31 Dec. '62	84.0	—	15	—	Ind., Pittsburg and Cleveland	2,735,566	*	240,322	1,872,000	997,000	106,879	2,076,878	84.0	—	384,539	771,763	—	—	—	—	—	—		
31 Dec. '62	78.0	11.0	11	14	Jeffersonville	1,549,518	*	275,834	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	268,156	—	—	—	—	—	—		
31 Mar. '64	86.0	40.0	3.0	17	Indianapolis and Madison	1,484,347	*	—	819,900	640,000	—	1,538,763	132.0	—	315,172	117,941	6	100	—	—	—	—	—	
31 Dec. '62	28.0	—	—	26	Louisv., N. Albany & Chicago	6,000,000	*	—	—	3,000,000	2,000,000	6,000,000	—	—	645,827</td									

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.		Equipment.		Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Cars.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.	
	M.	M.	M.	No.	No.	No.	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.		
30 Nov. '62	55.0	—	—	6 4	74	Androscoggin	1,050,000	*	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—	
30 Jun. '62	149.0	—	25.0	41 17	249	Atlantic and St. Lawrence	6,788,206	867,734	2,494,900	3,068,491	—	7,988,475	149.0	oper. by Gd. T.R.	—	45	—	—	
30 Sep. '61	63.0	9.5	8.0	12 11	120	Kennebec and Portland	2,871,264	*	1,287,779	—	271,143	2,990,998	109.5	189,963	172,113	91,487	—	—	
31 May. '61	99.7	9.5	—	18 15	238	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May. '61	61.8	—	—	12 4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	1,690,004	51.8	161,056	450,222	236,767	6	98	
May, '61	37.0	—	—	—	—	Somerset and Kennebec	783,763	—	169,200	556,000	—	—	37.0	—	55,403	28,404	—	—	
20 Sep. '63	279.6	7.2	—	225 100	3,000	Baltimore and Ohio	21,323,338	8,621,755	11,866,293	16,161,962	10,112,584	897,839	36,811,376	266.8	2,938,010	6,509,945	4,544,097	3	108
20 Sep. '63	30.0	—	—	7 33	167	Washington Branch	1,650,000	—	1,650,000	—	—	—	2,379,841	39.0	—	703,123	429,890	44	127
31 Dec. '65	158.0	4.0	25.0	60 55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,630,780	12,044,841	261.0	1,642,015	3,315,510	1,328,763	8	45
MAINE.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '64	9.0	—	—	8	—	Boston, Hartford & Erie	9,971,981	249,748	8,500,000	8,806,000	169,363	12,475,363	—	—	—	—	—	—	20
30 Nov. '65	26.7	1.8	16.8	24 35	534	Boston and Lowell	2,446,495	192,638	381,167	1,830,000	640,000	47,118	3,020,600	70.9	42,213	752,606	172,232	6	101
30 Nov. '64	74.8	8.8	51.1	36 78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	66.0	443,332	8 125	—	—	—
30 Nov. '65	47.0	7.0	32.5	28 39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,297	61.8	450,096	1,221,104	366,333	10	139
30 Nov. '65	24.0	60.8	—	32 69	300	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	88.6	668,234	1,697,104	537,067	10	140
30 Nov. '64	46.0	1.1	2.7	7 15	—	Cape Cod Branch (par 60)	907,700	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6	65
30 Nov. '65	60.0	2.4	9.6	12 23	158	Connecticut River	1,813,980	*	303,239	1,591,100	—	104,138	2,117,219	52.2	221,748	533,109	175,404	6	104
30 Nov. '65	34.1	30.5	27.5	32 60	544	Eastern	4,492,999	386,965	764,874	3,165,000	1,798,500	414,208	5,658,837	89.0	622,302	1,277,075	490,768	6	105
30 Nov. '65	61.0	42.5	75.8	27 26	126	Fitchburg	8,189,851	350,149	410,961	3,540,000	—	5,607	5,950,961	93.4	457,264	903,894	314,255	8	111
30 Nov. '64	18.9	—	2.7	4 3	41	Fitchburg and Worcester	236,658	40,226	26,200	266,127	8,800	397	—	18.9	61,665	21,297	—	—	—
30 Nov. '64	12.4	—	2.8	—	—	Lowell and Lawrence	382,883	30,275	—	200,000	75,000	3,374	366,912	(Op. by Boston & Lowell)	—	—	—	—	—
30 Nov. '65	14.5	—	17.2	10 17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	91,748	814,991	71.0	186,647	300,964	51,227	8	120	
30 Nov. '64	20.1	1.5	1.2	4 17	—	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	715,600	86.6	54,272	220,820	43,527	7	100
30 Nov. '64	33.0	—	0.7	5 6	—	N. Y. and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	86.7	94,748	343,492	—	—	—
30 Nov. '64	98.5	8.8	27.5	26 65	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,100	904,030	469,932	8	108
30 Nov. '64	18.6	—	0.7	1 2	—	Pittfield and North Adams	432,431	11,247	—	450,000	—	—	18.6	35,812	128,300	34,105	6	104	
30 Nov. '65	48.4	1.0	14.9	14 14	452	Providence and Worcester	1,401,056	100,053	166,507	1,700,000	76,616	238,612	238,612	543,906	140,129	8	124	—	—
30 Nov. '64	16.9	—	1.7	3 4	197	Salem and Lowell	282,470	81,543	—	243,305	226,900	727	470,983	(Op. by B. & L. Co.)	17,500	14,110	—	—	—
30 Nov. '64	6.1	—	—	—	—	Troy and Greenfield	—	—	—	923,942	919,308	—	—	—	—	—	—	—	—
30 Nov. '65	69.3	8.0	5.5	11 18	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,636,667	77.3	151,327	390,066	122,397	2	49
30 Nov. '65	156.1	17.3	126.6	78 45	1,390	Western (Incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,268,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	141
30 Nov. '65	45.7	—	9.8	10 12	143	Worcester & Nashua (par 84)	1,164,398	—	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7	107
NEW HAMPSHIRE.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Mar. '64	93.5	—	5.6	14 10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199,233	93.5	—	422,820	124,871	—	62
31 Nov. '64	55.6	—	8.0	18 19	240	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	559,743	156,896	—	—
31 Mar. '64	34.5	—	—	21 22	494	Concord (par \$50)	1,600,000	*	—	1,500,000	—	—	1,500,000	61.3	821,955	136,049	81	61	
31 Mar. '64	29.8	—	2.8	—	—	Manchester and Lawrence	1,065,345	—	1,000,000	12,300	20,904	—	operated by Concord R. R.	90,699	—	7 12	—	—	
31 Mar. '64	29.3	—	2.8	2 4	80	Merrimac and Conn. Rivers	698,268	*	—	595,588	568,000	—	52.7	—	—	—	—	—	—
31 Mar. '64	69.2	13.0	12.5	23 12	458	Northern New Hampshire	8,068,400	*	740,296	3,068,400	151,400	254,341	8,308,696	82.0	387,789	615,728	215,973	9	95
30 Apr. '64	24.7	—	2.2	5 2	—	Sullivan	1,430,730	—	—	500,000	760,000	—	24.7	oper. by Vermont Central.	—	—	—	—	—
NEW JERSEY.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '64	64.2	11.0	8.1	—	—	Belvidere Delaware	3,386,285	*	—	997,112	2,198,000	252,584	8,442,897	75.2	—	501,886	146,101	—	—
31 Dec. '64	68.9	32.2	8.0	—	—	Camden and Amboy	8,502,296	*	4,304,131	6,472,406	10,284,463	—	124.2	—	5,799,950	11,140,785	35	122	
31 Dec. '64	60.2	—	—	—	—	Camden and Atlantic	1,881,414	—	—	1,062,243	1,035,276	123,980	2,221,449	60.2	—	231,466	71,106	—	—
31 Dec. '64	74.0	12	74.0	65	52	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,505,000	888,636	12,961,735	86.0	1,187,978	3,036,390	1,287,956	10	117
31 Dec. '64	65.0	—	—	46.5	24	Morris and Essex	4,057,276	—	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	85
31 Dec. '64	21.3	—	—	2 6	17	New Jersey	3,903,171	738,164	—	5,000,000	—	—	6,434,399	33.8	664,192	1,876,961	803,323	10	123
31 Dec. '64	—	—	—	—	—	Northern New Jersey	452,116	—	—	188,800	45,072	467,872	212	98,787	146,936	29,200	—	—	
31 Dec. '64	18.2	—	—	—	—	Raritan and Delaware Bay	2,566,481	—	—	2,360,700	1,534,000	544,420	4,440,026	—	—	229,476	—	65	—
30 Sep. '64	189.6	48.5	18.2	26 34	398	Rome, Waterbury & Ogdensburg	3,095,871	368,305	1,7										

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.										Equipment		Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.	Engines.	Passenger.	Freight, etc.	Other Assets.	Railroad and Appurtenances.			Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.						
		M.	M.	M.	No.	No.	No.	No.															p. c.					
Companies.																												
31 Jan. '66	44.0	—	136.0	18	11	113	—	—	—	2,850,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	184,201	356,277	123,802	—	—	—	—	—			
31 Dec. '65	387.0	103.0	—	117.0	139	98	8,059	—	—	46,006,475	* 1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,233	2,126,200	—	—	—	—	—				
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	—	—	3,634,000	* 519,459	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	38	—	—	—	—				
30 Sep. '65	74.0	—	5.4	—	13	12	106	—	—	1,582,937	* 1,316,900	470,500	51,467	2,102,390	74.0	180,693	461,711	140,779	8	88	—	—	—	—				
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	—	—	7,883,706	2,668,113	10,247,050	3,491,500	742,588	14,481,130	204.5	1,437,253	1,733,320	38,671	15	14	—	—	—				
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	—	—	1,273,765	161,689	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	—	—	—	—				
31 Dec. '65	78.0	—	10.0	—	18	—	—	—	—	2,622,000	* 1,000,000	1,620,000	Leased to North. Cen.	302,872	680,978	loss.	5	30	—	—	—	—	—	—				
31 Oct. '65	18.5	—	8.0	—	—	—	—	—	—	700,000	* 600,000	400,000	1,000,000	18.5	149,538	454,480	133,883	10	—	—	—	—	—	—				
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	—	—	1,696,921	477,016	664,300	1,250,000	300,000	2,214,300	63.0	176,032	490,220	199,200	—	—	—	—	—				
31 Oct. '65	80.0	18.0	17.7	—	13	44.0	4	2	—	1,882,550	1,182,550	1,500,000	1,882,550	64.0	oper. by Penn. R.R. Co.	7	56	—	—	—	—	—	—	—				
31 Oct. '65	32.0	—	14.2	13.9	23	22	686	—	—	1,616,450	41,341	1,809,565	500,000	100,000	2,406,565	32.0	30,875	53,829	1,195	—	—	—	—	—				
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	—	—	2,069,328	686,130	1,436,082	389,818	2,510,530	58.5	173,778	352,213	78,702	—	—	—	—	—	—				
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	—	—	5,735,613	40,714	1,235,000	2,276,725	121,409	3,733,134	52.0	173,037	638,015	60,201	—	—	—	—	—	—			
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	—	—	7,804,016	2,037,526	6,632,250	1,477,000	8,109,125	87.5	647,080	3,049,860	1,851,630	10	62	—	—	—	—				
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	—	—	1,466,283	906,000	73,555	3,624,655	ope. by R.R. Co.	3	“	“	“	8	56	—	—	—	—				
31 Oct. '65	130.5	6.3	31	—	61	—	—	—	—	3,708,200	—	—	3,708,200	—	—	—	—	—	—	—	—	—	—	—	—			
31 Oct. '65	55.6	14.2	13.9	23	22	686	—	—	5,617,164	665,004	193,081	3,150,150	218,886	6,529,199	69.8	318,861	875,064	412,353	38	—	—	—	—	—	—			
31 Dec. '65	354.8	33.2	450.5	290	173	4,926	Pennsylvania	—	—	28,424,310	3,875,024	14,041,463	20,000,000	16,750,124	3,651,447	45,850,196	821.0	5,846,778	17,439,169	4,189,111	10	54	—	—	—	—		
31 Oct. '65	17.0	3.0	22.0	18	42	119	Philia., German'tn & Morris'tn	—	—	1,397,079	288,489	1,476,300	183,000	—	1,659,300	24.0	311,691	656,739	336,376	8	56	—	—	—	—	—	—	
31 Oct. '65	287.6	55.0	—	—	—	—	Philia. and (Sunbury) Erie	—	—	17,682,766	667	5,069,450	18,000,000	2,000	18,071,460	ope. by Penn. R.R. Co.	31	—	—	—	—	—	—	—	—	—		
30 Nov. '65	93.0	59.5	23.8	254	68	7,082	Philadelphia and Reading	—	—	22,280,948	3,765,774	4,661,353	20,246,673	6,900,683	30,608,075	217.3	3,688,309	11,149,519	4,812,271	10	14	—	—	—	—	—	—	
31 Oct. '65	26.5	26.6	—	—	—	—	Memphis and Chattanooga	—	—	1,336,386	245,696	999,200	200,000	—	1,194,200	28.2	177,433	1,030,432	345,891	10	125	—	—	—	—	—	—	
31 Oct. '65	96.0	83.6	—	—	52	85	988	Philia., Wilmington and Balt.	—	8,362,122	744,425	1,562,695	8,973,800	516,000	452,896	10,686,342	197.0	981,465	3,884,609	1,046,804	10	54	—	—	—	—	—	—
31 Oct. '65	59.5	—	11.4	89.5	12.1	11	84	Pittsburg and Connellsville	—	3,361,664	198,320	1,774,773	1,500,000	64,208	8,184,101	72.0	272,688	394,362	190,361	10	9	—	—	—	—	—	—	
31 Dec. '65	408.3	15.0	128.0	189	119	2,287	Pittsbg., Ft. Wayne & Chicago	—	23,185,211	—	3,362,812	9,812,442	12,673,060	1,507,620	64,925,998	483.3	1,030,073	8,489,062	3,285,547	10	97	—	—	—	—	—	—	
31 Dec. '65	28.0	—	6.2	—	8	13	31	Shamokin Valley & Pottsville	—	1,178,773	112,824	501,591	500,000	Leas'd to N. Orth. Oen.	144,006	316,498	347,240	200,568	—	116,006	4	40	—	—	—	—	—	—
31 Oct. '65	26.4	—	3.3	—	—	—	Westchester & Philadelphia	—	1,331,640	143,557	684,036	982,300	130,840	1,777,176	26.4	138,578	347,240	303,223	128,826	4	48	—	—	—	—	—	—	
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	—	821,200	212,788	487,800	326,000	26,292	790,092	30.6	112,400	—	—	—	—	—	—	—	—	—		
31 Aug. '64	50.0	—	2.0	—	16	16	105	N. Y., Providence and Boston	—	2,158,000	*	—	1,508,000	250,000	—	—	62.0	321,000	557,587	254,508	12	112	—	—	—	—	—	—
31 Dec. '58	54.9	—	47.4	4	3	21	Charleston and Savannah	—	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—	—	—	—	—	—		
31 Dec. '58	109.6	—	—	13	9	176	Charlotte and South Carolina	—	1,710,045	*	—	1,201,000	284,000	—	109.6	—	—	—	283,263	161,536	6	—	—	—	—	—	—	
1 Jan. '59	142.4	21.3	—	—	—	—	Greenville and Columbia	—	2,439,769	324,161	—	1,429,008	1,145,000	345,546	—	164.5	—	341,190	126,871	—	—	—	—	—	—	—		
25 Feb. '59	102.0	—	—	—	—	—	North-Eastern	—	2,011,652	*	968,745	960,410	108,172	2,057,325	320.0	—	220,014	96,145	—	—	—	—	—	—	—	—		
31 Dec. '58	136.0	106.0	—	—	44	28	252	South Carolina	—	8,520,883	466,408	511,266	5,819,275	37,071,000	711,297	9,798,557	242.0	—	413,757	196,985	—	—	—	—	—	—	—	
30 Sep. '60	47.6	—	—	—	—	—	Central Southern (Tenn.)	—	1,021,439	58,133	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—	—	—	—	—	—	—		
30 Sep. '60	30.0	1.8	—	12	10	171	East Tennessee and Georgia	—	3,637,367	*	1,289,673	2,020,000	200,000	—	140.0	—	318,719	187,466	—	—	—	—	—	—	—	—	—	
30 Sep. '60	140.0	8.0	—	10	10	128	East Tennessee and Virginia	—	2,310,033	156,264	536,654	1,902,000	390,407	—	180.3	150,142	—	297,806	149,167	—	—	—	—	—	—	—	—	—
30 Sep. '60	271.6	19.4	20.0	—	43	37	Memphis and Charleston	—	5,866,578	878,069	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,035,096	873,597	—	—	—							

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares out- standing.	Div'ds			Market Price.
		Rate.	Paid.	Rate.	
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	7	—
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	—	—
Baltimore and Ohio, (pref.)	3,000,000	7	7	—	—
Berkshire (guaranteed)	600,000	7	7	—	—
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61	—
Buffalo, N. Y. & Erie, (guaranteed)	850,000	7	—	—	—
Cadmen & Atlantic (preferred)	620,800	7	8	—	—
Catavissa (preferred)	1,150,000	7	26	—	—
Chemung (guaranteed)	380,000	—	—	—	—
Cayuga & Susquehanna (guarant.)	343,500	—	—	—	—
Cheshire (preferred)	2,017,825	7	50	—	—
Chicago & Alton (preferred)	2,425,400	7	7	102	—
Chicago & Northwestern (pref.)	12,994,720	7	7	594	—
Cocheco (preferred)	177,750	8	—	—	—
Co. & Passumpsic Rivers, (pref.)	1,514,200	10	10	714	—
Cumberland Valley (1st preferred)	241,900	8	8	—	—
" (2d preferred)	243,000	8	8	—	—
Detroit & Milwaukee (preferred)	1,500,000	—	—	—	—
Dubuque & Sioux City (preferred)	1,976,866	7	24	754	—
Elmira, Jeff & Canandaigua (guar.)	500,000	—	—	—	—
Elmira & Williamsport (preferred)	500,000	—	43	—	—
Erie (preferred)	8,535,700	7	7	74	—
Hannibal & St. Joseph (preferred)	5,253,856	7	7	524	—
Harrisburg & Lancaster (guar.)	1,182,100	7	7	—	—
Honesdale (preferred)	1,180,000	8	8	104	—
Indianapolis & Madison (pref.)	407,900	8	8	—	—
Kennebunk & Portland (preferred)	372,000	6	—	—	—
Lackawanna & Bloomsburg (pref.)	500,000	7	7	—	—
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	39	—
" (2d pref.)	3,819,772	7	3	18	—
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140	—
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	99	—
" " (2d pref.)	1,014,000	7	7	35	—
Milwaukee & St. Paul (preferred)	2,400,000	7	—	724	—
New Haven & Northampton (guar.)	1,010,000	—	4	—	—
New York & Erie (preferred)	1,500,000	8	—	—	—
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	—	—
Paterson & Hudson (guaranteed)	630,000	—	8	—	—
Paterson & Ramapo (guaranteed)	248,000	—	54	—	—
Peoria & Bureau Valley (guar.)	1,200,000	6	—	—	—
Philadelphia & Reading (pref.)	1,551,300	7	7	—	—
Philadelphia & Trenton (guar.)	1,000,000	—	10	—	—
Pittsfield & North Adams (guar.)	450,000	6	6	100	—
Port, Sac & Portsmouth (guar.)	1,500,000	6	6	—	—
Rutland & Burlington (preferred)	382,700	8	—	—	—
" " (preferred)	608,176	6	—	—	—
St. L. Alton & Terre Haute (pref.)	1,700,000	6	7	63	—
Toledo & Wabash (preferred)	984,700	7	7	63	—
Tulpeo, Peoria & Warsaw (1st pref.)	1,650,232	7	—	—	—
" " (2d pref.)	908,422	7	—	—	—
Troy & Greenbush (guaranteed)	274,400	6	6	524	—
Vermont & Canada, (guaranteed)	1,600,000	8	8	—	—
Warren (guaranteed)	1,408,300	7	7	—	—
White Mountains (guaranteed)	200,000	5	5	—	—
Wrightsv., Y. & Gettysburg (guar.)	317,000	2	2	—	—

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	CANAL AND NAVIGATION STOCKS.		
			Dividends	Market Price	Dividends
CANAL AND NAVIGATION STOCKS:	\$	\$ p.c.	\$	\$	\$
Chesapeake and Delaware	100	1,343,563	—	534	—
Chesapeake and Ohio	100	8,224,595	—	—	—
Delaware Division	100	1,633,350	—	634	—
Delaware and Hudson	100	10,000,000	10	164	—
Delaware and Raritan	100	2,298,400	10	—	—
Erie of Pennsylvania	50	64,000	—	—	—
Illinois and Michigan	—	—	—	—	—
Lehigh Navigation	50	6,091,700	10	56	—
Monongahela Navigation	50	726,800	3	—	—
Morris, (consolidated)	100	1,025,000	10	89	—
" (preferred)	100	1,175,000	10	120	—
North Branch	100	—	—	—	—
Sault Ste Marie	100	—	—	—	—
Schuylkill Navigation (consolid.)	50	1,908,207	264	—	—
" " (preferred)	50	2,888,988	34	—	—
Susquehanna and Tide Water	50	2,048,260	15	—	—
Union	—	—	—	27	—
Union (preferred)	50	2,787,000	5	—	—
West Branch and Susquehanna	100	1,100,000	6	294	—
Wyoming Valley	50	750,000	16	70	—

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.
IRON—DUTY: Bars, 1 to 14 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 14 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1—(cash) per ton 44 @ 46 —

Pig, American, No. 1—(cash) @ 45 —

Bar, Refined, English—@ 105 —

Bar, Swedes, assorted sizes (in gold) — 95 @ 105 —

STORE PRICES.—

Bar, Swedes, assorted sizes — 160 @ —

Bar, English & American, Refined — 115 @ —

Bar, English & American, common — 105 @ —

Scroll, English — 145 @ 195 —

Ovals and Half round — 140 @ 150 —

Band, English — 145 @ —

Horse Shoe — 140 @ 150 —

Rods, English — 117 50 @ 175 —

Hoof, English — 150 @ 215 —

Nail Rod — per lb. 9 @ — 10 —

Sheet, Russia — per lb. 27 @ 28 —

Sheet, English, Single, Double and Treble — 6 @ 8 —

Sheet, Am, Single Double and Treble — 6 @ 8 —

Rails, English — (gold) — per ton 55 @ —

Rails, American — 80 @ 85 —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast — (1st & 2d q'ty.) — per lb. 184 @ — 24

English Spring — (1st & 2d q'ty.) — 115 @ — 13

English Blister — (1st & 2d q'ty.) — 121 @ — 20

English Machinery — 14 @ — 16 —

German — 18 @ — 174 —

American, Blister — 114 @ — 134 —

American, Cast, Hammered — 18 @ — 22 —

American, Cast, Rolled — 13 @ — 15 —

American Spring — 11 @ — 124 —

American Machinery — 14 @ — 15 —

Milan (in bond) — @ —

COPPER—DUTY: Pig, Bar and Ingots, 2½ old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 34 cents per lb.

Sheathing, New — (suits) — per lb. — @ — 45

Sheathing, Yellow — 30 @ — 33

Pig, Chile — @ —

Bolts — @ —

Braziers — @ —

American Ingot — (cash) — 50 @ — 314 —

LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 24 cents per lb.

Galena — per 100 lb. — @ —

Spanish — 6 62 @ 6 80

German Refined — 6 62 @ 6 80

English — 6 62 @ 6 874

Bar — per lb. — @ — 10 —

Pipe and Sheet — @ — 12 —

Banca — per lb. — @ — 20 —

Straits — @ — 18 —

English — @ — 19 —

Plates, Charcoal I. C. — per box 14 25 @ 14 50

Plates, I. C. Coke — 10 75 @ 12 75

Terne, Coke — @ — 10 75 —

Terne, Charcoal — 13 50 @ 13 75 —

NAILS—DUTY: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash) —

Clinch — (cash) — @ 8 50

Copper — @ — 50

Ausable Horse, Norway Iron, Forged — @ — 35

Zinc Nails — (mos.) — @ — 20

PETROLEUM—DUTY: Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40 @ 47 gravity — @ — 25½

Ref'd, free, L.S. to pr. Wh. (110 @ 120 test) — 73 @ —

Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test) — @ —

Naphtha, Refined (60 @ 63 gravity) — 40 @ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending June 13.

Th. 7.	F. 8.	Sat. 9	M. 11.	Tu. 12	W. 13
Atlantic M. S. S. Co.	—	—	125	126	129
At. & Gt. W. (O) 1st m't.	—	—	97	—	—
Buffalo, N. Y. & E. 1M.	—	—	114	113	—
California 7s	59½	60	58½	58½	59
Central Am. Transit.	—	—	—	—	—
Chicago & Alton	—	—	—	—	—
" " " pref.	—	—	102	—	—
" " " S. F.	—	—	96	—	—
" " " Inc. b'ds	—	—	—	—	—
Chicago, Burl. & Q.	—	—	—	—	—
Chlo. & Northwest'ns	30½	31	31	30½	30
" " " pref.	60½	61	60	60½	60½
" " " lat. M.	—	—	86	—	—
" " " 2d M.	—	—	—	—	—
" " " S. F.	—	—	—	—	—
" " " A. B.	—	—	—	—	—
" " " I. B.	—	—	—	—	—
Chicago & Rock Isl.	92½	92	92½	92	91½
Clev. Col. and Cin.	—	—	118	—	—
Clev. and Pittsburg	83½	82½	83½	83½	83½
" " " 2 M.	—	—	—	—	—
" " " 3 M.	—	—	—	—	—
" " " 4 M.	—	—	—	—	—
Clev. and Toledo	104½	104	104	104	104
" " " S.F. p.c.	100	—	100	—	—
Cumberland Coal, pref	46	—	45½	—	—
Del. & Hudson Canal	160	—	152	—	—
Del., Lack. & West.	—	—	144	—	—
" " " 1M. 8.p.c.'71.	101½	101	101	101	101
" " " 2M. 8.p.c.'81	102	—	102	—	—
Erie	63	62½	63	62	62
" " " pref.	—	—	—	—	—
" " " bonds	97	—	97	—	—
Hudson River	110½	—	110	110	110
" " " scrip.					

New York Stock Exchange.

Actual Sale Prices for the week ending June 13.
Th. 7. F. 8. Sat. 9. M. 11. Tu. 12. W. 13

FEDERAL STOCKS:

U. S. 5s, 1871, reg.	99	---	---	99	---
U. S. 5s, 1871, coup.	---	---	---	---	---
U. S. 5s, 1874, reg.	100	---	100	---	---
U. S. 5s, 1874, coup.	100	---	100	---	---
U. S. 5s, 1865, coup.	96½	96½	96½	96½	96½
U. S. 5s, 10-40s, coup. 96	96½	96½	96½	96½	96½
U. S. 5s, 10-40s, reg.	---	---	---	---	---
U. S. 5s, 1881, reg.	---	---	106	105½	---
U. S. 5s, 1881, cou. 100½	100½	100½	110½	110½	---
U. S. 5s, "81, O.W.L.Y.	---	---	---	---	---
U. S. 5s, 1851, "4½.	---	---	---	---	---
U. S. 5s, 1867, reg.	---	125	---	126	---
U. S. 5s, 1868, reg.	---	---	---	---	---
U. S. 5s, 1868, coup.	122	---	---	---	---
U. S. 5s, 1 year certif.	---	---	---	---	---
U. S. 5s, 5-20s, c. 1862-102½x	102½	102½	102½	102½	102½
U. S. 5s, 5-20s, c. 1864-	102½	102½	102½	102½	102½
U. S. 5s, 5-20s, c. 1865-102½x	102½	102½	102½	102½	102½
U. S. 5s, " reg.	102½	102½	102½	102½	102½
7½ Notes, 1st series, 102½	102½	102½	102½	102½	102½
" 2d series, 102½	102½	102½	102½	102½	102½
" 3d series, 102½	102½	102½	102½	102½	102½
American Gold	---	---	143½	---	---

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 12.
W. 6. Th. 7. F. 8. Sat. 9. M. 11. Tu. 12

Catawissa	---	---	---	---	---
" preferred	26½	26½	26½	26½	26½
Camden & Amboy	129½	129½	129½	129½	129½
" " 6s, '87	---	---	---	---	---
" " 6s, '70	---	---	---	---	---
" " 6s, '75	---	---	89	---	---
" " 6s, '82-90	90	---	---	---	---
" " 6s, '89	94	94	---	---	---
Cheas. & Del. Canal	6s, '86	---	100	---	---
Del. Div. Canal	53½	---	53½	---	---
Elmira & W'rnport	30	---	---	---	---
" " pref.	---	---	---	---	---
" " 7s	96	---	---	---	---
Lehigh Navigation	55½	56	55½	56	56
" " 6s, '84	---	---	88	---	---
Lehigh Valley R. R.	62½	62½	---	---	---
" " 6s	92	---	92	---	---
Little Schuylkill R. R.	---	38½	---	---	---
" " 7s	---	---	---	---	---
Long Island	---	---	---	---	---
" " 6s	---	---	---	---	---
Mishill	56½	---	---	---	---
Morris Canal	80	---	80	---	---
" " pref.	---	---	---	---	---
" " 6s, '76	---	---	---	---	---
North Pennsylvania	---	38½	38½	---	---
" " 6s, '90½	91	91	91	---	---
" " 10s	---	---	---	---	---
Northern Central	---	43½	43½	43½	43½
Pennsylvania R. R.	54½	55	55	55	54½
" 1st m. 100	100½	101	---	---	---
" 2d m. 95	95	---	---	---	---
Penn. State, 5s	---	90½	90½	90½	90½
" " 5s, coupon	91½	91	91	91	91
" " 6s, W. L. 102½	102½	---	---	---	---
Philadelphia City, 6s	92	92	92½	---	---
" " new 96½	96	96	96	96	96
" " mun. 96	96	96	96	96	96
Philad. Germ. & Nor.	55½	55½	55½	55½	55½
Philad. & Reading	55	54½	54½	54½	54
" " 6s, '86	---	---	108	---	---
" " 6s, '70	---	---	93	---	---
Philadelphia & Erie	31½	32	31½	31½	31½
" " 6s, '90	---	---	---	---	---
Philad. & Sunbury	7s	---	---	---	---
Schuylkill Navigation	---	---	---	---	---
" " pref. 33½	33½	33½	33½	---	---
" " 6s '82	---	83	83	---	---
" " 6s '76	72	---	---	---	---
" " 6s '72	15½	---	---	---	---
Susq. Canal	15½	---	---	---	---
" " 6s '78	---	60	---	---	---
Union Canal, pref.	---	---	---	---	---
" " 6s '83	---	---	---	---	---
West Br. Canal	6s, '78	---	---	---	---
Wyoming Valley Canal	---	---	---	---	---
" " bonds	---	---	---	---	---
Huntington, (Horse) 19	18½	19	18½	19	19
Chestnut & Wal.	---	58	---	---	---
Green & Coates,	---	---	---	---	---
Man 3d streets,	---	---	---	---	---
Bruce & Pine,	---	---	---	---	---

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 12.

Baltimore City 6s, 1875	98	97½	98	98
" " 1886	---	---	---	---
" " 1870	---	---	---	---
" " 1890	100	100	---	---
Balt. and Ohio	108	108½	108½	---
" " b'ds, '62	---	---	---	---
" " '67	---	---	---	---
" " '75	---	---	---	---
" " '80	---	---	---	---
" " '85, '93	93½	93½	94	---
" " b'ds, '85, '84	---	85	45½	---
" " '95	---	---	---	---
City Passenger R. R.	---	---	---	---

Boston Stock Exchange.

Actual Sale Prices for the week ending June 13.

Th. 7. F. 8. Sat. 9. M. 11. Tu. 12. W. 13

Boston and Lowell	101	---	---	---	---
Boston and Maine	124	126	126	123	123
Boston and Providence	140	140	139	139	139
Boston and Worcester	139½	140	140	140	140
Cheahire, pref.	62½	62½	61	61	61
Concord	62½	62½	61	61	61
Connecticut River	105½	105½	105½	105½	105½
Eastern, Mass.	105½	105½	105½	105½	105½
Eastern, N. H.	---	---	---	---	---
Fitchburg	---	---	---	---	---
Manchester & Lawr'ee	112	---	---	---	---
Michigan Central	108	---	---	---	---
Northern, N. H.	95	---	---	---	---
Old Colony and Fall R.	107½	107½	108	108	108
Ph., Wil., & Baltimore	59½	59½	59½	59½	59½
Port'd, Saco & Ports.	---	---	---	---	---
Vermont & Canada	96	---	---	---	---
Vermont & Mass.	48	48	48	48	48
Western	139½	141	141	141	141
Broadway (Horse)	---	---	---	---	---
Cambridge	91	92	91	93	93
Metropolitan	51	50½	50½	50½	50½
Middlesex	---	---	---	---	---
Central Mining Co.	---	---	---	---	---
Copper Falls	42½	43½	44	44	44
Franklin	43	42½	42	43	43
Huron	41	42	42	43	40
Isle Royale	---	---	---	---	---
National	---	---	---	---	---
Minnesota	11½	10½	---	---	---
Pewabic	37	37	37	27½	27½
Pittsburg	48	48	47½	47½	47½
Quincy	44	44	44	44	44
Rockland	---	---	---	---	---

London Stock Exchange.

The following were the closing prices for American Securities on the 1st of June.

United States 5-20 yrs, 1882, 6 per cent	68½	68½
Virginia State, 5 per cent	48	52
Do., 6 per cent	42	44
Atlantic and Great Western, N. Y. sec., 1st mort., 1890, 7 per cent	68	72
Do., do., 2d mort., 1881	68	68
Do., Pennsylvania, 1st mort., 1877	68	72
Do., do., 2d mort., 1882	66	70
Do., consolidated mortgage bonds, 1890	43	48
Erie shares, \$100 (all paid), 8 p. c.	44½	45½
Do., convertible bonds, 6 p. c.	68	72
Illinois Central 6 per cent, 1875	81	83
Do. 7 per cent, 1875	71	73
Do. \$100 shares (all paid)	77½	78½
Marietta and Cincinnati R. R. bonds, 7 p. c.	68	70
New York Central, \$100 shares	---	---
Panama Railroad, 2d mort., 1872, 7 p. c.	100	102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80	82
Do. \$50 shares	38	42
Philip, and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	72	74
Do., with option to be paid in Philadelphia	72	74

American Railroad Journal.

Saturday, June 16, 1866.

Stock Exchange and Money Market.

Without pretending to know more than our neighbors, we confess to being guided by a long and intimate observation of the course of public events; and we believe, judging from the past, one may speculate with considerable certainty as to the future. Thus we see that gold was settling down to its price before the late shipment, with a probability that it may fall still lower; for money, however dear abroad, is here still cheap and plentiful. It has been slightly resuscitated, and on Tuesday again declined.

It has been contended that we should not have allowed so much gold to leave us at the recurrence of the foreign panic; and that by selling it as low as we did, the Treasury lost several millions to the people. More than this, some very good thinkers contend that if the Treasury had not sold at all, the Bank of England itself would have suspended specie payments, and with it a universal bankruptcy would have taken place among the English merchants. They also say that both countries would then have been placed on the same footing as regards paper money; that there would have been an equal depreciation of the

currency in both; and that no more shipments of specie would have been necessary!

But these persons forget that the consequences would have been much worse for us than any other country if we had allowed gold to go up to its old price. A large number of bankers would have gone by the board, our currency between 900 and 1,000 millions, would have been reduced in value at least one-half, and the prices of the necessities of life would have been raised 200 or 300 per cent., and consumers would have had to pay for what they wanted, more than they have even done for the last four years.

The Government, in the meantime, by holding on to its gold, making it scarcer—forestalling it, in fact—would have added to the general disturbance and gained nothing.

Now the news from the other side, as far as heard, is to the effect that the supply of specie sent from this country saved the foreign merchants, replenished the contracting vaults of the bank, and stopped at the threshold the universal bankruptcy which was dreaded. Instead of the bonds coming back here by many millions, it appears but a proportionally few came. Within one short month 35 millions have been sent out from this country, and have been spared without our feeling it, without creating a sensation in the street, so to speak, without any failures here, and without any injury to the Treasury, since it has still left about fifty millions for future use, with a certainty that it will increase largely every week during the present year. In a single month, was not only all this effected, but the public debt was reduced nearly twenty millions besides. The effect of all this on the European mind must have been, and continue to be, of the most salutary description. It was found by the foreign holders of our bonds, who took them as they would any other of our products, that this country was rich, prosperous and prompt. They might lose hundreds of millions by the fall in cotton from 19d. to 11d. stg. per pound, which on the stock held in Liverpool alone, 400,000 bales, would be millions of dollars, and it effected us not. We could not only take all the returned bonds, but pay in specie, and send them as much as they wanted in their distress. The foreign houses doing business with the United States found out that this country, of all others, is the best to trade with, and in dark hours, the most reliable of all with which they can have financial connections. So on the continent. The latest Frankfort papers state that while all other stocks are dull, American bonds are still well supported, and that the public continue to invest in them. The United States Consul there, Mr. Murphy, has published a note of very late date, affirming that but about 10 millions, instead of 70 millions, had been counted and sealed in his office for transmission to New York—a much less amount than has been reported—and that the speculation to return such bonds, even if gold keeps at 140, will be a poor one. Now as gold has been again falling since the last sales, the chances of its advance are growing small by degrees and beautifully less, and the cry about the returning avalanche of our securities from Europe is proved to be a senseless and unfounded one.

We are of the opinion, then, if there were no other reason, that the "logic of events" will sustain the action of the Treasury. All we hope is,

that its patronage will hereafter be given to its real friends if they are in the field. The gift of the Government brokerage is one of the most valuable it has to bestow, and it should not be thrown away. No one expects this.

The 5-20s under the effect of the receipt of the large sums of specie from this country, had at the last dates risen to $66\frac{1}{4}$ @ $66\frac{3}{4}$, and cotton had gone up 1d. a pound, and sales had been made at the advance. The imports of this article at this port are on the increase. About 14,000 bales came in from the South the past week; and at the same time, and for the same period, about 14,000 emigrants, all in good health, landed at this port and joined the "innumerable throng" of laborers and consumers, as well as bringing with them all they could carry of what they had saved abroad.

The report of the associated banks of this city for the week ending June 9th, shows the following result: The loans had decreased, \$1,120,003; specie, \$6,086,480; and circulation, \$276,272. While on the other hand, the deposits increased, \$4,376,660; and the legal tenders, \$5,449,662. From this statement it is evident they have considerably improved their general condition. They now hold \$16,821,663 of specie for their circulation of \$25,967,258; but have \$74,628,674 of legal tenders on hand, besides their specie; and of course will be able, at the earliest redemption to meet all demands for coin on them with readiness.

It is proposed in Congress to reduce the circulation of the National Banks a very considerable sum; probably it is intended to apportion it more equally than it was convenient to do at first.

It is also understood that the funding bill advocated by Mr. Sherman will be defeated finally, as it contains a large operation of 2 per cent. profit on the agency alone! at all events, this objection is made to it. On the other hand, the simple proposition of the Secretary of the Treasury, which is free from this objection, has another, that 5 per cent. will not be interest enough to induce the present holders of gold 6's and of currency 7-30s to make the required conversion. We think there is some doubt of the immediate success of the measure.

The crisis in Europe will no doubt tell favorably on our financial situation. The Old World may fall into trouble, just at the time when the New is becoming more tranquil. The effect of this must be that capital and labor will seek a new home as fast as possible. We are inclined to think that a War in Europe will greatly help our agriculturists, manufacturers and shippers; and that we shall witness a prosperity such as we have never before seen taking place so rapidly. It must not be forgotten that the Pacific Railroad is now being rapidly constructed. It is already pushed 105 miles West of Omaha, has now easy grades and light work to encounter, and is being laid at the rate of a mile a day. The Western end is also being rapidly constructed; and an application before Congress is favorably received, that the Eastern and Western divisions may now go on until they meet each other. It is impossible to describe in sufficiently glowing terms the effect of an early completion of the Union Pacific Railroad. We may look with perfect indifference, if not contempt, on all European complications, when we once obtain steam communication overland between the Atlantic and Pacific Oceans.

We shall have trade enough, oceans enough, commerce enough, and gold enough taken out of our soil, to answer all demands, meet all exchanges, and make all contented if they will be. The artificial and unjust systems of the old world will be out of place here, and it is to be hoped will never find advocates in the new world.

The money market has been very easy all the week. There was an attempt made on Tuesday to get up the price of gold, and the rate of interest; but the effort—the attempt of a clique of operators—was a failure, and prices went down after a few hours. We see no reason to change the opinions which we have expressed for the last few weeks. We believe that the foreign advices, as they come to us for some time hence, will have a favorable effect on all our National interests.

We notice the following results which we think it well enough to record, viz: From the 1st of July, 1865, to the 2d of June, inclusive, the total receipts of gold at this port from California were \$28,230,736 against \$15,874,298, received during the same period last year. The customs' receipts since July 1, 1865, to June 9, inst., inclusive, have been \$126,385,900; while the amount of gold interest paid during the same period was \$45,673,696. So that it is evident we are getting more than twice the amount of gold that we have use for.

We notice an act of magnanimity in the Senate, which should not pass without fitting comment. We allude to the manly defence of the Secretary by Mr. Fessenden. We shall have hopes of the future, if a sense of justice and fairness will induce even party men to pause in the work of misrepresentation. The finance question is every where the pivotal question of nations. Let money be easy, taxation light, and the public debt small, and the great objects of government are already attained. The minister who is able to produce a satisfactory budget has got to the end of things, and is the finisher of diplomacy, war and legislation.

We observe that considerable specie will go out this week; and it is well enough to note that, after all, much of this is going out on pure speculation. We have already sent much more than was expected, although by the published correspondence in the London *Times*, it appears that the foreign correspondents in this city declared we could spare 50 millions as well as 35 millions, and that it was of no use here.

Bills against this very gold have been drawn by the shippers, in the hope of a small profit on the transaction. We may therefore safely say that the large shipments really mean nothing more than that parties in want of assistance, and other parties trying to turn the opportunity to account, have been one of the causes of the movement itself. It really means nothing of a very important character. The reaction of this shipment was not only felt here in keeping down the prices of all other articles, but its effect on the cotton trade was very largely beneficial to this country. We are glad to see that some of the ablest men in the United States Senate fully comprehended the subject.

There has been a better feeling growing up in railways, and a considerable steadiness in governments. The progress of the market will be traced in our usual quotations.

The New York exports, exclusive of specie, for the week ending June 12, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	\$1,250,702	\$1,943,944
Prev. reported	71,100,381	98,154,413

Since January 1..... \$72,351,083 \$100,097,907

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	\$415,247	\$611,374
Gen. merchandise	3,175,292	2,119,385

Total for the week \$8,590,539 | \$2,730,759 |

Prev. reported 61,146,299 | 143,907,962 |

Since January 1..... \$64,736,888 \$146,638,721

The balance in the Sub-Treasury on Wednesday was \$90,310,257 25.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois Canal bonds, 1870, 100; Georgia 6s, 105; N. Y. 7s, Bounty Loan, 102½%; do., 6s, 1873, 96½%; Indiana War Loan, 96; Jersey City Water Loan, 92; Brooklyn 6s, Water Loan, 94; New Jersey Central, 117; Long Island R. R., 60; Stonington, 110; Cattawissa, 77½%; New York and New Haven R. R., 109½%; Milwaukee and St. Paul, 58; do., pref., 72½%; Ohio and Miss. 1st mort., 90; Peninsula R. R. 1st mort., 77; Goshen Branch bonds, 97; Spruce Hill Coal, 4½%; Wilkes-Barre Coal, 55; Boston Water Power, 50; Cary Imp. Co., 15; Brunswick Land, 8; Mariposa pref., 24; Western Union Tel., 56½%; do., Russian Extension, 106; Am. Ex. Bank, 113; Continental Bank, 100; 4th National Bank, 103¾; Bank of Commonwealth, 102; Merchants' Bank, 110; Bank of Commerce, 102; St. Nicholas Bank, 105; Park Bank, 150; Central Bank, 106½%; Bank State of New York, 109; Nassau Bank, 108; Mechanics Banking Ass., 106; Ocean Bank, 100; Park Bank, 150.

Philadelphia.—Allegheny County coupon 5s, 7½; Pittsburgh 5s, 70; do., 4s, 55; Allegheny City 6s, 1880, 90¾; Warren and Franklin 7s, 87½; Connecting R. R. 6s, 90; Morris Canal Boat Loan, 90; Schuylkill Navigation 7s, Boat Loan, 85; 13th and 15th streets R. R., 22; Girard College R. R., 27; Ridge Avenue R. R., 13½; 10th and 11th streets, 60; New Creek Coal, 5%; N. Y. and Middle Coal Fields, 57½%; St. Nicholas Coal, 25%; Hazleton Coal, 58; Fulton Coal, 6½; Big Mt., 4%; Keystone Zinc, ¾; Western Bank, 80; Farmers' and Mechanics' Bank, 123¾; Mechanics' Bank, 31; Commercial Bank, 53; Bank of North America, 221; Consolidation Bank, 41; Curtin Oil, ¾; Dalzell, ½; Ocean, 6½; McClintock, ½; Tarr Home, 1; West, 3½. The latest quotations are: City 6s, 93@93½; do., new, 96½@96½; State 5s, 90@91; do., coupon, 91 @92; do., 6s, W. L., 102¾@104; Phila., Wil. and Balt., 59½; Reading, 54½@55; do., 6s, 1870, 93@94; do., bonds, 90@93; do., con., 109@110; Camden and Amboy, 129½@129½; Penn R. R., 54½@55; do., 1st mort., 100½@101¼; do., 2d mort., 94½@95; Little Schuylkill R. R., 38@39; Morris Canal, 80@80; do., pref., 120@121; do., bonds, 90@92½; Wyoming Valley Canal, 69@71; do., 6s, 80@86; Susquehanna Canal, 15@15½; do., 6s, 60@61; Sch. Nav., 26@27; do., pref., 83½@84; do., 6s, 1882, 81@83; Union Canal bonds, 23@25; Dela-

ware Div. Canal, 53½@53¾; do., bonds, 80@90; Elmira and Williamsport, 30@32; do., pref., 48@48; do., 7s, 1873, 96@96; Lehigh Coal and Navigation, 56@58; do., bonds, 1884, 87½@88; North Pennsylvania, 38½@93½; do., 6s, 90@91; Philadelphia and Erie, 30½@30½; do., 6s, 90@91; Minehill, 56½@56¾; Catawissa, 31@35; do., pref., 26@26½; Lehigh Valley, 62@62½; do., bonds, 91½@91½; Fifth and Sixth streets, (horse,) 56½@60; Second and Third, 85@86; West Philadelphia, 70@72½; Spruce and Pine, 38@40; Green and Coates, 30@35; Chestnut and Walnut, 58@61; Thirteenth and Fifteenth, 21½@22½; Girard College, 27@28; Tenth and Eleventh, 59½@60; Norristown, 55@55½; Union, 39@40½; Hestonville, 18½@18¾.

Boston.—Ogdensburg and Lake Champlain, 42½; do., 2d mort., 40½; Rutland and Burlington 2d mort., 40; Boston, Hartford and Erie 7s, 40; Vermont Central, 1st mort., 100½; do., 2d mort., 38½; Vermont and Massachusetts 6s, 93; Vermont Central and Vermont and Canada 8s, 1876, 100½; Boston and Lowell 6s, 99½; Conn. and Pas. Riv. R. R. 6s, 1878, 91½; Eastern R. R. 6s, 1874, 95; Cape Cod R. R., 65½; Sandusky, Dayton and Cin., old, 6½; Massachusetts 5s, 1883@1894, 96; Maine 6s, 1878, 96; Chicago 7s, 1886, 94½; do., 1881, Municipal, 96½; do., 6s, 1875, 88; Bath 6s, 1891, 92½; Hartford 6s, 1890, 96; Cincinnati 6s, 1894, 90; Albany 6s, 1891@1896, 96; St. Louis 6s, 1881, 87; Springfield 8s, 1886, 95½; Boston 5s, 1878@1883, gold, 96½; do., 6s, 1876, 100½; Cambridge 5s, 1893, 94½; do., 6s, 1888, 98½; Boston Water Power Co., 50½; East Boston Co., 14; Cary Imp., 15½; Essex Co., 92; Boston and Reese River Silver, 3½; Smith and Parmalee Gold, 8½; Quartz Hill Gold, 4; Consolidated Gregory Gold, 12½; Franklin Coal, 8½; Bear Valley, etc., coal, 14; Cape Breton Coal, 6½; Short Mt. Coal, 26; Mt. Pleasant Coal, 30; Mammoth Vein Coal, 11½; Boston and Lackawanna Coal, 6; Bond Vein Coal, 9; Kinzua Coal, 9½; Chelsea Gas, 91½; Boston Gas, 74½; Union Bank, 116; North Bank, 108; Tremont Bank, 116½; Atlas Bank, 115½; City Bank, 108½; Atlantic Bank, 114½; Everett Bank, 98; 3d National Bank, 104½; Traders' Bank, 98; Blackstone Bank, 122½; Merchants' Bank, 116½; State Bank, 107½; Washington Bank, 118; Arnold Mining Co., 1; Bay State, 13½; Boston, 1½; Canada, 1; Calumet, 8½; Concord, 3½; Dana, 2½; Eagle River, 2½; French Creek, 75c; Great Western, 1; Hancock, 19½; Hanover, 2½; Humboldt, 5½; Hungarian, 1½; Madison, 2; Native, 1½; North Cliff, 1½; Phoenix, 11½; Petherick, 6½; Star, 2; St. Clair, 4; St. Mary's, 1; Superior, 3½; Toltec, 2; Winthrop, 2; Washington, 1.

Baltimore.—Marietta and Cincinnati bonds, 78½; N. W. Va. 1st mort., 96½; Western Maryland 1st mort., 74½; Bare Hill Mining Co., 0.75; Burning Spring, 8; Santa Clara, 10; Atlantic Coal, 0.85; Balt. and Cuba S. and M. Co., 80; Canton Co., 58; Union Bank, 67½; 3d National Bank, 100. The latest quotations are: Balt. and Ohio, 108½@108½; do., 6s, 1867, 98@98; do., 1875, 93@94½; do., 1880, 94½@94½; do., 1885, 94½@94½; Northern Central, 48@48½; do., bonds, 1885, 84½@85¾; N. W. Va. 1st mort., 1873, 96½@97; do., 2d mort., 90@92; do., 3d mort., 87@87; Marietta and Cincinnati 7s, 1891, 78@78½; Cen-

tral Ohio, 21@25; do., 1st mort., 79@79½; Western Md. bonds, 75@80; do., guar., 96@97; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@101½; do., 1890, 100@101½; Baltimore 6s, 1870, 95@97; do., 1873, 95@98; do., 1875, 98@98½; do., 1886, 98@99½; do., 1890, 98½@100½; do., coupon, 100@100; do., Park, 98@99; do., 1892, 92@95; do., 5s, 1838-70, 82½@83; City Passenger R. R., 18@19; Canton Co., 58½@59½; Gardner, 0.30@0.35; Am. Gas Coal, 0.25@0.40; Maryland, 0.15@0.20; North State, 0.10@0.15; Springfield, 0.10@0.25; George's Creek, 100@112; Santa Clara, 9½@11; Balt. Chrome, 0.40@0.50; Bare Hill, 0.75@0.80; Atlantic Coal, 0.80@0.85; Mineral Hill, 0.75@0.80; Baltimore Coal, 140@200.

North Carolina Bonds.

Hon. Kemp P. Battle, Public Treasurer of North Carolina, gives notice that he is prepared, in accordance with the provisions of the act of March 10th, 1866, known as the "Funding Act," to deliver bonds of the State of the denomination of \$1,000 in exchange for past due bonds and coupons of bonds of the State issued under acts passed prior to May 20, 1861.

The \$500 and \$100 bonds are promised by the engraver in a short time.

The new bonds are six per cent. untaxables, dated January 1st, 1866, running thirty-four years, with semi-annual coupons payable, as is also the principal when due, at the National Bank of the Republic in New York.

Applicants must pay in the proper securities or in currency the value of the bonds to date of payment, including interest from July 1st, 1866, the law requiring they should be sold at par.

Coupons or past due bonds may be forwarded to the Treasurer, at Raleigh, and bonds will be returned in exchange, provided some party is authorized to receipt for the same.

Where coupons are payable in New York, the bonds from which they are cut need not be forwarded, but only the coupons.

The same rule applies to coupons payable at Raleigh during the war, of the Western Railroad and the Western North Carolina Railroad, as they can be identified without the bonds.

Coupons of bonds issued to the Wilmington, Charlotte and Rutherford Railroad Company, July 1st, 1862, must be forwarded with the bonds for identification.

Past due coupons, including those of date of April, 1866, will be funded now, the July and October 1866 coupons when due.

Bonds past due bear interest from maturity, which interest is fundable. Bonds of Cape Fear and Deep River Navigation Company endorsed by the State stand on the same footing as State bonds.

Holders of registered bonds must forward a receipt for the interest due to last regular day of payment.

The minor details of the exchange will be arranged by correspondence.

☞ The new railroad which has been commenced from Vera Cruz to the capital has been temporarily suspended, and many of the laborers discharged, owing to the temporary cessation of funds, an immense iron bridge, nine hundred feet long, is on its way from Liverpool, and is designed to span a large gap in the road above Orizaba.

Union Railroad.

The General Assembly of Maryland, at its late session, passed an act incorporating the Union Railroad Company, with authority to construct and maintain a railroad from the point known as the Relay House, on the Northern Central Railway, by way of the Stoney Run route, to the tide water at Canton, together with any lateral road to the city of Baltimore connected therewith.

The commissioners named in the act are: John W. Randolph, Chauncey Brooks, Horace Abbott, Wm. A. Fisher, Alfred Mace, Jesse Tyson, Sam'l M. Shoemaker, Dr. G. H. Tyler, Thos. Booz, F. Littig Shaeffer, S. J. Carroll, Charles J. Baker, and Evan T. Ellicott, under whose direction books of subscription have been opened in Baltimore, to remain open until the 23d inst., or until 1,500 shares shall have been subscribed.

The capital stock is fixed at \$600,000 in shares of \$100 each. Whenever 1,500 shares are subscribed, and \$1 paid thereon, the subscribers to the stock may organize the company by the election of one Director for each five hundred shares subscribed. These, with one Director to be appointed by the city of Baltimore, or any other corporation which may subscribe for five hundred shares or more, are authorized to appoint a President, and the President and Directors shall be invested with all the rights and power necessary to construct and maintain the road.

Russian American Telegraph.

Major E. L. Pope, Assistant Engineer of the Russian American Telegraph, has reported to Colonel Bulkley, Engineer in Chief, that he has surveyed the country from Lake Tatla to the headwaters of the Sleeping river, in British Columbia, a distance of three hundred miles, and found an excellent route for building the telegraph the entire distance.

The country north of Sleeping river is believed to be of a similar character. After travelling five hundred miles on snow shoes Major Pope reached the ocean, seven hundred miles north of Victoria. The native Indians were disposed to extend every assistance.

Manassas Gap Railroad.

The Alexandria *Journal* says that "efforts are being made in some quarters, looking to the early reconstruction of the damaged portions of the Manassas Gap Railroad, and its extension to the point of original design. A comparatively small amount only is said to be required, to establish its original proportions, and we hope soon to be able to chronicle the important fact that its trains are in motion."

The Hoosic Tunnel.

The Adams *Transcript* says: "The rock on the west end of the tunnel, which inspired so much confidence in its friends, lasted only sixty feet, and the same quicksands are now encountered as before." The "demoralized rock," it seems, is still as troublesome as ever. The same paper says: "The State is making a splendid brick yard near the west end of the tunnel. A large number of men and teams have been employed for some weeks." This will make a big hole in the \$900,000 appropriation.

☞ At a meeting of the directors of the Concord Railroad last week, Josiah Stickney, Esq., of Boston, was unanimously elected President, and Samuel D. Bell, Esq., of Manchester, Clerk.

Railroad Earnings—Weekly.

The earnings of the Western Union Railroad for the week ending June 7, 1866 \$23,637 55
Corresponding week previous year 18,000 18

Increase \$5,628 37
Receipts from Jan. 1, to June 7:

1866 \$274,291 09
1865 229,202 20

Increase \$45,088 89

The traffic of the Great Western Railway of Canada, for the week ending June 6th, 1866, were \$59,165 91
Corresponding week of 1865 55,924 21

Increase \$3,241 70

The earnings of the Marietta and Cincinnati Railroad the 4th week in May, 1866 \$34,382 00
Corresponding week previous year 28,815 06

Increase \$10,566 94

Commencing 1st Jan. 1866 \$435,685 00
Commencing 1st Jan. 1865 434,270 65

Increase \$1,414 35

The earnings of the Grand Trunk Railway of Canada for the week ending June 2d, 1866, were \$116,691 00
Corresponding week of previous year 114,926 00

Increase \$1,765 00

The earnings of the Chicago and Northwestern Railway for the first week in June, 1866 were \$218,651 21
Corresponding week of previous year 176,766 85

Increase \$41,874 36

The earnings of the Chicago and Rock Island Railroad for the 1st week in June, 1866, were \$80,084 00
Corresponding week of previous year 86,629 00

Decrease \$6,545 00

The earnings of the Michigan Central Railroad for the 1st week in June, 1866, were \$72,804 03
Corresponding week of previous year 76,309 00

Decrease \$3,504 97

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in June, 1866, were \$81,518 00
Corresponding week of 1865 88,021 00

Decrease \$1,503 00

The earnings of the Detroit and Milwaukee Railroad for the first week in June, 1866, were \$30,270 00
Corresponding week of 1865 30,791 00

Decrease \$521 00

[¶] The "Pinnacle Ledge," at Stoughton, on the line of the Dighton and Somerset railroad, which has been a grand obstacle in the progress of this road, has been removed. The Ledge was originally some seventeen hundred feet long, and from eight to twenty-five feet in depth, composed of an exceedingly hard variety of blue-stone, and all its seams were so filled with water that a "seam blast" was almost an impossibility. It is now expected that the road will be in running order before the last of July.

[¶] The bill to loan the credit of the State of Massachusetts, to the amount of one million dollars, in favor of the European and North American Railway, has been rejected by the lower branch of the legislature of that State.

Illinois Central Railroad.

The statement of this Company for the month ending May 31, 1866, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	4,298 06 for \$46,848 50
Acres Int. Fund Lands sold	40.00 for 459 80
Acres Free Lands sold	601.62 for 7,077 51

Total sales during month of May, 1866 4,939.68 for \$54,385 81

To which add Town Lot Sales 2,650 00

Total of all \$57,035 81

Cash collected in May \$122,327 99

TRAFFIC DEPARTMENT.

Receipts from Passengers	\$152,938 53
do. Freight	314,533 00
do. Mails	6,358 33
do. Rent of Road	4,000 00
do. Other Sources	30,000 00

Total Receipts in month of May, 1866 \$507,829 86

Total Receipts in month of May, 1865 \$454,745 77

Erie Railway.

The earnings of the Erie Railway and Buffalo Division for the month of May, 1866, were:

Erie Railway \$1,008,816 77

Buffalo Division 92,851 65—\$1,101,668 42

May, 1865—

Erie Railway	\$1,333,460 62
Buffalo Division	91,659 77—1,425,120 39

Decrease on Erie Railway and Buffalo Division \$323,451 97

The earnings of the Erie Railway (including the Buffalo Division) for the first five months of the fiscal years 1865 and 1866, have been as follows:

	1865.	1366.
January	\$1,070,890	\$1,187,188
February	1,011,735	983,855
March	1,331,124	1,170,434
April	1,538,313	1,153,295
May	1,425,120	1,101,668

Total decrease \$880,741

Tests of Rails.

The following tests of the strength of different kinds of rail to resist the blow of a hammer were made at the machine shops of the Boston and Providence Railway Company, under the supervision of the Master Mechanic, Geo. S. Griggs, Esq. The rails were placed under the steam hammer separately, resting on blocks of iron placed fourteen inches apart. Each piece of rail was about three feet long, and each received the same drop of hammer, the hammer weighing 700 lbs.:

Lbs. No blows to the rec'd of	yd. steam ham. Bent. Dented.
Cast steel rail 60	85 3-4 in. 1-16 in.
Steel-headed rail 63	42 3-4 in. 1-8 in.
Eng. rail, 2 samples 56 ea.	24 ea. 3-4 in. 1-8 in.
English rail 56	13 broke
Our common rail 56	13 3-4 in. 3-16 in.

There was no fracture in any of the above rails except in the English rail marked "broke."—*Railway Times.*

[¶] The Battle Creek, (Michigan,) *Journal* of May 31st says: "The work on the Peninsular Railway, leading from Battle Creek to Lansing, has commenced in sober earnest. The engineers are far on their way toward Lansing, at which city they are expected to arrive during the forepart of the coming week."

The Tax on Steel.

The Government heavily taxes the steel manufacturers, as will be seen by the following table, which is intended to show the revenue of Government upon each ton of rolled or hammered cast steel made in the United States under the law as it now stands, viz:

The excise per ton on rolled or hammered steel is \$15 00

The excise per ton of blooms used in making steel is 3 60

The excise per ton on bar iron 3 60

The excise cost of crucibles consumed 60

The excise on cast iron molds, castings for repairs, firebrick, oil, etc., used in making one ton of steel is 60

The cost of stamps on letters, notes, checks, bills, lading, etc 60

The indirect tax on labor, on same basis as that estimated by D. J. Morrill, at the Cambria Iron Works on the average value of cast steel, six per cent, exclusive of income tax 23 00

Total tax on one ton of steel of 2,000 lbs. \$50 00

From which it appears that the direct and indirect tax paid by the American manufacturer upon every pound of cast steel produced by him amounts to two and a half cents.—*Railway Times.*

Finances of Ohio.

The following is the official statement showing the condition of the Ohio State Treasury on the 1st day of June, 1866:

Balance general revenue fund	\$206,351 57
Balance canal fund	44,640 72
Balance sinking fund	258,736 07
Balance common school fund	109,270 08
Balance allotment fund	3,602 73
Balance military fund	325,808 31
Balance volunteer relief fund	196,997 29
Balance national road fund	3,038 79
Balance bank redemption fund	3,458 93
Balance district library fund	83 15
Balance soldiers' claims fund	19,067 70

Total \$1,171,040 44

CREDIT.

Currency	\$692,569 44
Silver	2,117 60
Exchange	389,046 56
New York bank account	85,966 97
Seneca County bank notes redeemed	1,279 50
National road bonds	60 37

Total \$1,171,040 44

Finances of Philadelphia.

The condition of the City Treasury on the 1st of June, 1866, was as follows:

Cash set apart for the payment of interest on city loans due the 1st of July, 1866	\$1,115,285 48
Cash set apart for the payment of maturing city loans falling due on the 1st of July, 1866	186,118 78
Cash on hand for the payment of warrants	206,058 49
Cash in drawer	3,976 65

Cash balance in City Treasury 1st of June, 1866 \$1,511,439 40

The warrants paid since 1st of June for police, salaries of heads of departments, clerks and laborers, amounts to upwards of \$100,000.

The interest due on the 1st of July will be paid without the necessity, as heretofore, of creating a temporary loan of \$500,000 for its payment.

[¶] A petition is to be presented to the New Hampshire Legislature for a railroad along the New Hampshire side of the Connecticut river, between Walpole or Westmoreland on the Cheshire road and Hinsdale on the Ashuelot road.

Improved Steam Gage.

The most accurate and convincing means of testing gages is a column of mercury; but to test a gage up 240 lbs. requires a column about 50 feet high, which is inconvenient to the observer. In the arrangement illustrated by the accompanying engraving the inconvenience of a glass tube of great

height is avoided by using three tubes of mercury, whose upper ends are on the same level, so that they may be observed without ascending steps. The lower parts of two of the columns descend into rooms or cellars below; and columns of water transmit the pressure down to the cisterns of mercury at their feet.

In the engraving, A is the table on which the gages to be tested and the hand pump to produce the pressure are fixed. B is the pump; C is the test gage, and D the gage to be tested; E is a cistern from which the pump draws water; F is a pipe into which it pumps the water. From this pipe there are branches leading to cisterns G, G', G'', which contain mercury enough to fill the respective graduated glass tubes, I, I', I'', connected with them.

The operation of testing is as follows:—1st. The gage is screwed on to the nipple; and the pump is worked until the mercury rises in the tube, I, to the height marked 80 on the scale H. This shows 80 lbs. per square inch pressure. The stop cock, a, in the pipe leading to the cistern, G, is then shut to prevent more water from entering that cistern and forcing the mercury out of the open top of the tube. 2d. While the mercury was rising to 80 in the glass tube, I, it rose in the iron tube from the cistern, G', up to the glass tube, I', to the level marked 80 on the middle scale. The pumping is then continued until the mercury rises to 160 lbs. on the middle scale. 3d. The stop cock, a', is then shut, to prevent more water from going into cistern, G', and pressing the mercury further up in tube, I', and the pumping is resumed, forcing water into the cistern, G'', until the mercury rises to 240 lbs. in the tube, I''. In the same way other tubes and scales may be added, if it be required to test gages to indicate higher pressures. The steam gages manufactured by Keen Brothers are all tested by this mercury column.

This Mercury Column is used at the Headquarters of the Metropolitan Police in New York City for testing the steam gages of boil-

Canton Company.
The annual meeting of the stockholders of this company was held in Baltimore on the 7th inst. The annual report of the directors, giving the details of the affairs of the company for the year ending May 31, 1866, was presented, and was considered in every way satisfactory. A resolution was passed to subscribe \$50,000 of their funds to the Union Railroad Company, who are to make their terminus at Canton, and which it is considered will materially increase the value of property at Canton. The New York Directors have withdrawn, with the exception of Mr. A. B. Bayliss. Mr. Joseph Reynolds and Mr. B. F. Gardner, of Baltimore, have also resigned. The Directors for the ensuing year are as follows: Messrs. A. B. Bayliss, Wm. Fisher, Charles J. Barker, J. W. Randolph, George S. Brown and Charles E. Waters.

The new board will meet on the 20th inst., to appoint a president and other officers for the year.

Minnesota Railroads.

The Minnesota Central Railroad is to be completed to Owatonna by the first of September, where it will connect with the Winona and St. Paul Railroad, which is to be completed to the same point, by the first of August.

The Minnesota Valley, connecting with the Central at Mendota, will also be completed by the first of September, to St. Paul, thus making a continuous line of railroad from St. Paul to Winona.

The St. Paul and Pacific Railroad Branch line is to be completed to St. Cloud, by the first of September, and Mr. E. B. Litchfield writes from Germany that he has purchased the iron for twenty miles of the main line west of Minneapolis, but whether it is to be laid this year is not known.

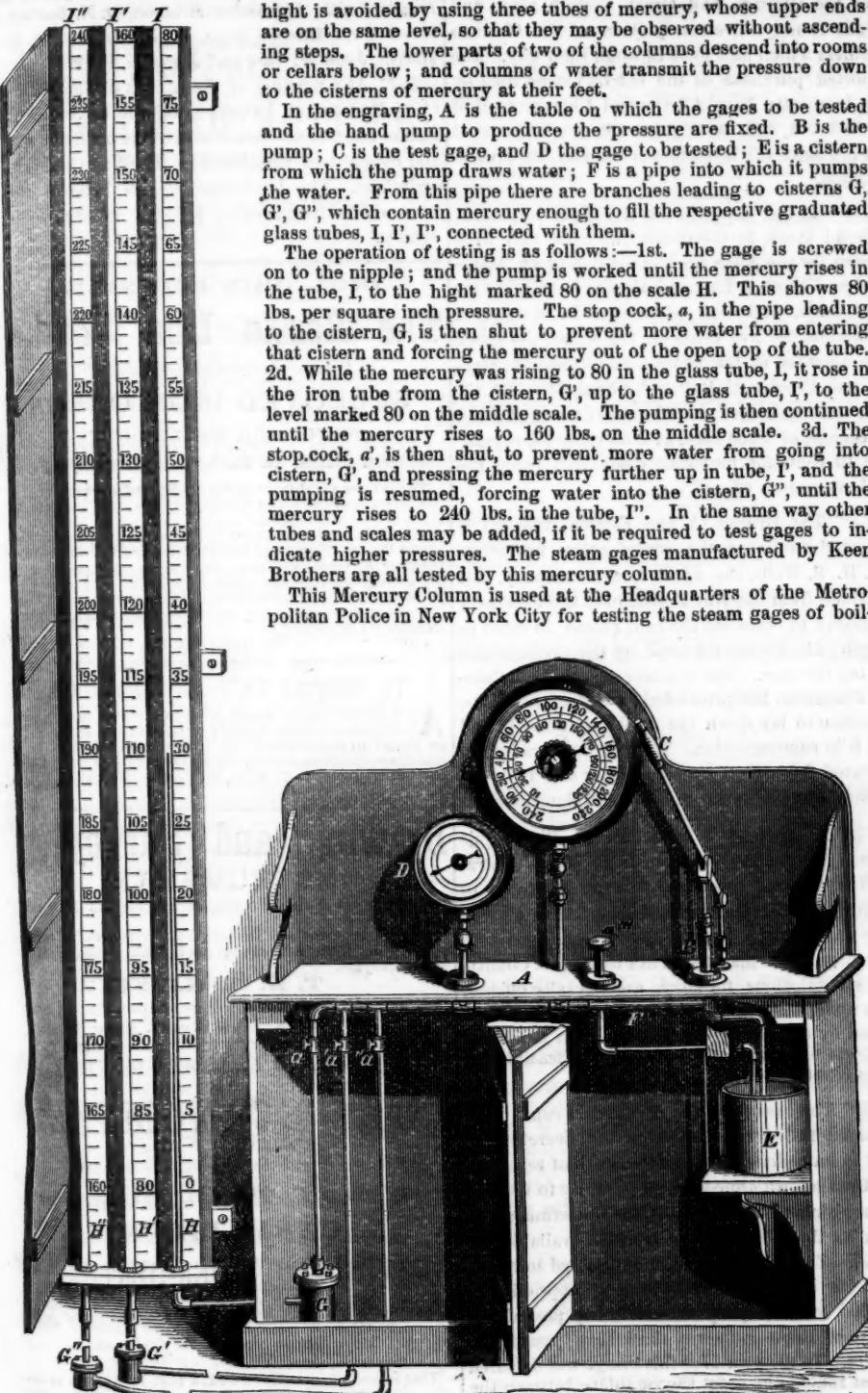
The Winona Branch of the St. Paul and Pacific Railroad has suspended operations for the present. Mr. Edmund Rice has sailed for Europe on business connected with it.—*Chicago Mercantile Journal*.

Union Pacific Railroad, Eastern Division.

Commissioner Edmunds, of the Land Office, has received advices that the eastern division of the Union Pacific Railroad has been completed from Kansas City, up the valley of the Kansas river to the vicinity of Manhattan, for a distance of 100 miles on the main line whilst the track from Manhattan to Fort Reilly, a distance of 40 miles, has been nearly finished, with an adequate supply of rolling stock. Besides these advances in the work, a branch from Leavenworth to Lawrence, in a southwesterly direction, has been completed for a distance of 40 miles.

Philadelphia Ledger is assured, on competent authority, that the Warren and Franklin Railroad bonds are not guaranteed by the Pennsylvania and Northern Central Railroad Companies. The latter have only agreed to accept them and the unpaid coupons in payment of twenty per cent. of the charges for freight passed over their roads by the Warren and Franklin. This is a very different thing from a guarantee, but the bonds are guaranteed by the Philadelphia and Erie Company.

A new first class locomotive has been added to the rolling stock of the Albany and Susquehanna road. It is called the Peter Cagger, and was built by Danforth Cook & Co., Paterson, N. J. The Susquehanna road is rapidly adding to its facilities.



KEEN BROTHERS' STANDARD STEAM GAGE.

ers officially inspected by the engineers acting under the Police Commissioners; by Messrs. Hopper & Douglas the U. S. Local Inspectors of Steamboats (office 23 Pine St.) who have three of their gages for testing the boilers and gages of all steamboats owned in this district, to whom they refer or to any of the following parties:

N. Y. Steam Engine Works, 23d St., E. R., Washington Iron Works, Newburg, N. Y., Danforth Locomotive Works, Paterson, N. J., and Todd & Rafferty, 4 Dey St., N. Y. City. For further information or circulars address

KEEN BROTHERS, 218 Fulton St., N. Y. City.

Finances of New Hampshire.

From the Message of the Governor recently delivered to the Legislature of the State, we learn that the receipts into the treasury for the year ending June 1, 1866, were \$4,116,078.54. The principal items of income were—from State tax, \$748,436.12; railroad tax, \$184,967.92; savings bank tax \$60,077.17; United States war claims, \$91,352.98; State bonds \$610,228.24; State notes, \$2,897,675.74. The disbursements of the year amounted to \$3,958,199.69. The principal payments were, to towns for State aid, \$509,204.92; bounty to volunteers, \$50,200; notes paid \$2,831.149.57; interest, \$286,411.55. The State now owes \$4,160,698.89, of which \$1,922,546.74 is in notes, and \$2,238,152.15 in funded debts and trust funds. The transactions of the treasury the past year greatly exceed in amount those of any previous year. It has been the paying year of the war, and the governor says it is a matter of congratulation that the State has been able to pass through it not only unscathed in credit, but has strengthened the confidence of its creditors in its ability and determination to meet and discharge its obligations promptly at maturity. In no instance has more than the market rate of interest been paid. The auditor estimates the revenue of the present year at \$856,800, and the expenses at \$91,025, leaving \$252,275 to be applied to the reduction of the State debt. The governor recommends the most rigid economy and rigorous retrenchment of expenses, and a careful scrutiny of all claims upon the treasury. No legislation in regard to the finances is asked at the present session, except authority to provide means to meet maturing obligations, amounting to about \$1,800,000. The governor states the present condition of the claims of the State against the United States, and says he shall not relax his efforts for their settlement.

Interest and Dividends.

The Chesapeake and Delaware Canal Company will pay on demand a dividend of 3 per cent., or \$6 per share.

The Portland, Saco and Portsmouth Railroad Company has declared a dividend of 3 per cent., payable June 11.

The Cape Cod Railroad Company have declared a dividend of \$2 per share, (par \$60) payable July 2.

The interest on the public debt of the State of Illinois, maturing on the first Monday in July, 1866, will be paid at the Ocean National Bank of the City of New York, on the second to the sixteenth day, inclusive, of July, 1866.

The scheme of a railroad west from St. Joseph is growing up into one of grand proportions. It now has \$500,000 from St. Joseph to work on. Nemaha county, Kansas, has given \$125,000 and Marshall county has voted to issue \$100,000. The name of the road is "The Northern Kansas Railroad."

The New London Northern Railroad Company are extending their road from Amherst to Grouts Corner, Mass., and in July it is expected to run trains from New London, Conn., to Brattleboro', Vermont. The capital stock of the New London Northern is \$669,805, and its indebtedness about \$140,000. Total dividends in 1865, eight per cent. Its stock has recently been quoted at \$5 offered.

The Lafayette, (Ind.) *Journal* says the combination of the Jeffersonville and Indianapolis and Peru Railroads, is for the purpose of making a through line to Chicago, by way of Kokomo, over the Chicago and Great Eastern road, and thinks it may divert a portion of the Chicago business which now goes through their city. The reported purchase of the old La Crosse road by the Louisville, New Albany and Chicago road, if carried out, will in a great measure counteract the influence of the Jeffersonville and Peru combination.

At the biddings for the State interest in railroad stock, in Columbus, two bids only were offered for the State stock in the Sandusky, Mansfield and Newark Railroad, that of J. O. Moss for four cents, and that of George B. Wright, of Columbus, for five cents on the dollar, the stock was awarded to the latter. For Sandusky, Dayton and Cincinnati Railroad, about \$400,000, six bids were presented, and the award made to Rush R. Sloane, of Sandusky, at 8.55 cents for regular and 49 cents for preferred stock, that being the highest amount offered.

The Brunswick and Florida Railroad is reported to be on the eve of active operation. Mr. H. S. Wells, the agent of the company, has obtained from the War Department the necessary authority to repossess the rails (some 36 miles in length) which were removed by the Confederates during the war. The engineer of the road, Colonel Slaughter, has proceeded to Georgia with the intention to lay down the road immediately and put it in running order. The original grades are reported in perfect order. Thirty saw mills are already erected in the city limits of Brunswick.

A railroad is projected in Piscataquis County, Maine, to connect with the Maine Central at Newport and to extend through the towns of Corinna, Dexter, Garland and Dover, with a probable extension to Brownville. Great interest in the enterprise is manifested in Piscataquis County, and subscriptions for stock are liberally offered. It is understood that if the road is built it will be leased by the Maine Central, and that the latter corporation is disposed to render all feasible aid in its construction.

The lessees of the Alexandria canal have obtained full permission from the Secretary of War to immediately resume the work of repair on the Georgetown aqueduct, preparatory to its final relinquishment to them by the government as soon as the Long Bridge is made available for travel. They have also been authorized to repair the Long Bridge, as soon as the appropriation of \$10,000 for that purpose, which has passed the House of Representatives, shall have passed the Senate. In the year 1795 this bridge was declared a post route—the great thoroughfare between the North and South.

The amount received for duties on imports at Boston during the first five months of the years 1865 and 1866, has been as follows:

	1865.	1866.
January	\$714,922.35	\$1,009,348.53
February	525,104.35	1,552,910.93
March	705,661.75	1,329,836.01
April	811,116.29	1,472,091.39
May	1,002,300.24	1,683,988.84
	\$3,795,004.98	\$7,048,175.70

At a meeting of the stockholders of the La Crosse, Trempealeau and Prescott Railroad Company, held in Milwaukee, on the 29th ult., the following persons were elected directors: Angus Smith, Alexander Mitchell, D. N. Barney, Jesse Hoyt, Russell Sage, A. H. Barney, S. S. Merrill, John W. Cary and James S. Peck.

At a meeting of the friends of the Valley (Va.) Railroad at Lexington on the 1st inst., the sum of \$35,000 was subscribed to the capital stock, and committees appointed to solicit further subscriptions. The Lexington *Gazette* believes the sum will be increased to \$200,000 in the whole county.

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Are now prepared to make sales of

SELECTED IRON ORES,

FROM THEIR WELL-KNOWN

Caledonia Mines, in St. Lawrence County, N. Y.

These Ores yield from Fifty to Fifty-five per cent., in the large way, and the quality of the Iron made from them is well established.

The Ores can be delivered at Keene Station, on the line of the Rome, Watertown and Ogdensburg Railroad Company, or at Ogdensburg, as purchasers may prefer, and the Company's Agents at Ogdensburg will secure freight Westward for the Ore without any charge of commission. Further particulars may be obtained by addressing the Company's Secretary, 4124 R. GORDON, Box 48, New York.

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A YOUNG MAN accustomed to working in all kinds of Stone, would accept a situation on a Railroad or Canal to superintend the preparation of stone for Buildings, Bridges, Locks, Dams, etc., etc. Is a good accountant. Address C. M. B., Post-office, Brooklyn, E. D., N. Y.

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Prevents "Priming" in Boilers, and Economizes from 20 to 30 per cent. of the fuel used.

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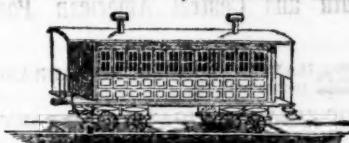
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Through to Camden in five hours. Fare \$2.

4 P. M. from Pier No. 32, and 4.15 P. M. from Pier No.
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The Freight Boat leaves at 5 P. M., for all points on the
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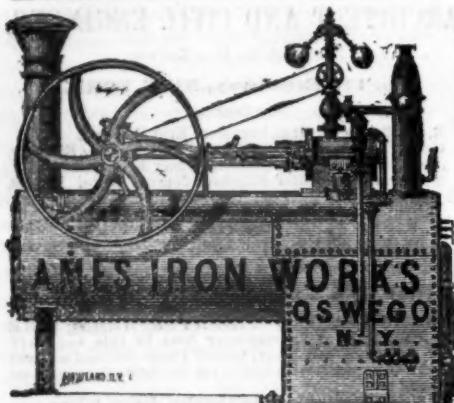
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For the past nine years the cash dividends paid to Stockholders, made from ONE-THIRD of the net profits, has amounted in the aggregate to

One Hundred and Twenty-one and a half per Ct. Instead of issuing a scrip dividend to dealers, based on the principal that all classes of risk are equally profitable, this Company will hereafter make such cash statement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warrant, and the net profits remaining at the close of the year will be divided to the stockholders.

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And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

June 1, ARIZONA, Maury, connecting with GOLDEN CITY, Watkins.

June 11, NORTHERN LIGHT, Weir, connecting with SACRAMENTO, Caverly.

June 21, NEW YORK, Gray, connecting with GOLDEN AGE, Farnsworth.

All Departures touch at ACAPULCO; those of 1st and 2nd connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

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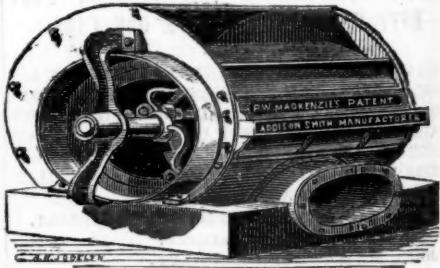
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On and after September 25, 1865, trains
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FROM FOOT OF LIBERTY STREET, NORTH RIVER,
Daily, except Saturday, 7 p. m. On Sunday 8 p. m.

Cars run through from New York to Erie.

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TIME SHORTER, AND FARE AS LOW AS BY
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Connects at Williamsport with Williamsport and Elmira Railroad, for Elmira, Niagara Falls, &c. At Corry, with Atlantic and Great Western Railroad, and Oil Creek Railroad for Titusville, Shaffer, Franklin, Oil City, &c. And at Erie, with Lake Shore Line, for the West.

Return train leaves Erie at 2.05 p. m., Corry, at 3.50 p. m.; arriving in New York at 12.05 p. m. (noon).

H. P. BALDWIN, General Ticket-Agent,
New York, September 16, 1865.